

# THE ILLUSTRATED LONDON NEWS

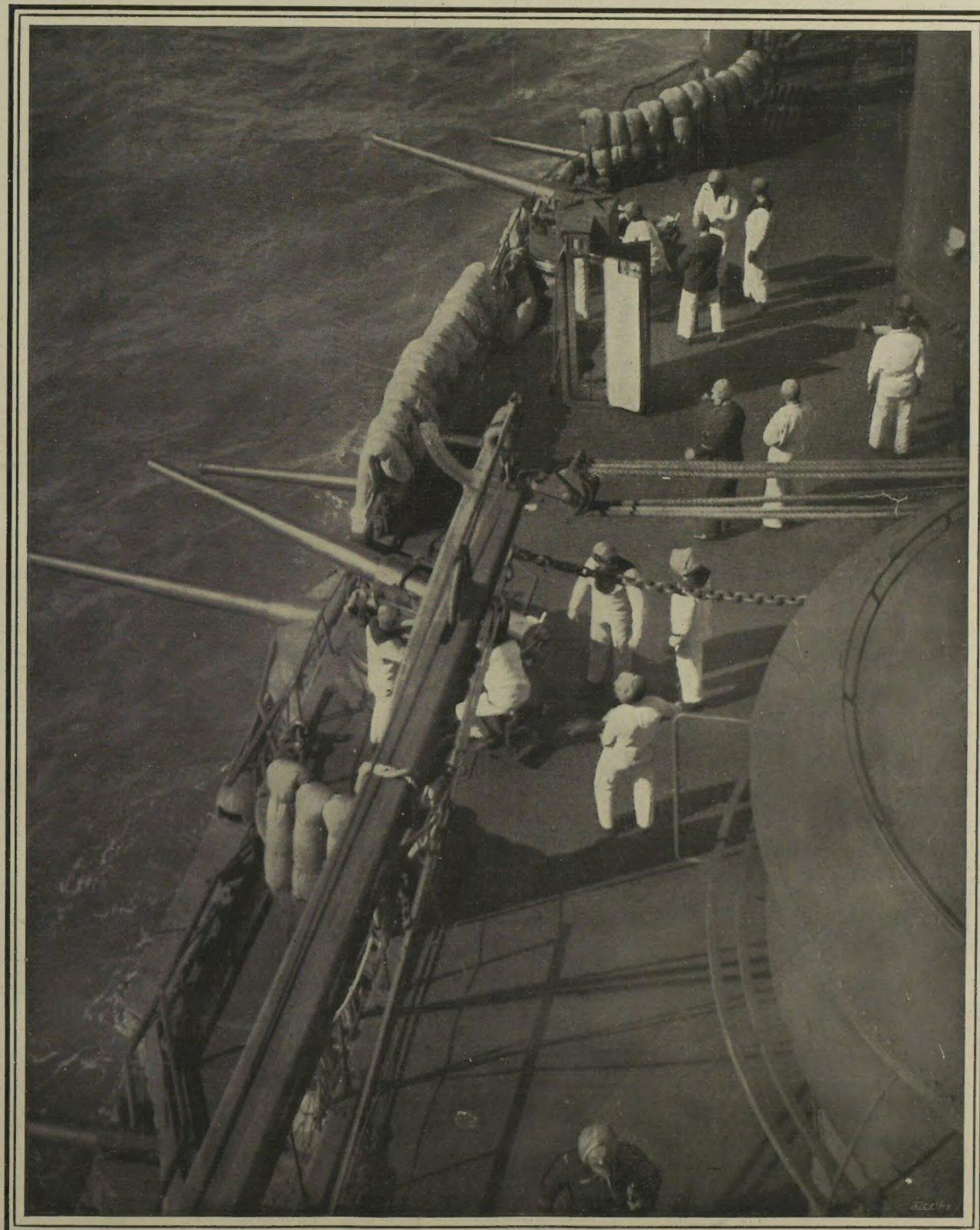
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SIXPENCE.

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SHOWING THE GUN-CREWS WEARING ANTI-CONCUSSION CAPS : ON THE HAMMOCK-PROTECTED UPPER DECK OF THE FRENCH WAR-SHIP "CHARLEMAGNE" DURING THE BOMBARDMENT OF FORTS IN THE DARDANELLES.

It will be noted that the men wear caps designed to protect the ears from the concussion caused by the firing of their own guns and the explosion of Turkish

projectiles. Hammocks are placed along the rails to ward off bullets and shell fragments. The caps are called "para-souffle."



## "OUR NOTE-BOOK."

Owing to the continued illness of Mr. G. K. Chesterton, we are compelled to omit "Our Note Book." We trust that Mr. Chesterton will be well enough to resume it before long.

## "THROUGH CENTRAL AFRICA."

MR. CHERRY KEARTON, the accomplished and daring photographer whose work is, perhaps, better known than that of any of his contemporaries, made a trip across Central Africa recently. In these days this is not a very great undertaking, though only those who have the full equipment—physical, mental, and moral—may hope to issue from it unscathed. Mr. Kearnton's companion was Mr. James Barnes; their route was from Mombasa on the east to Matadé at the mouth of the Congo, by way of Nairobi, Entebbe, Kikiki, Penghe, Aruwimi, Bangala, and Leopoldville. Only a few years ago such a journey could have rivalled any but the present war in its power to attract the public interest, but of late nearly all the country covered has felt the foot of explorer and sportsman. With Mr. Cherry Kearnton in charge of the camera and out to create the "nucleus of a film library," a book was to be expected, and we have it in a portly volume entitled "Through Central Africa" (Cassell). The labour of reading is lighter than it seems—in the first place, because the paper is thick and the type large; secondly, because there are over 150 photographs printed on heavy art paper. The author, Mr. Barnes, has much to tell that was worth telling, and his denunciation of the so-called "sportsmen" who go to East Africa, poison lions with prussic acid or strychnine, and then, after putting a bullet through them, bring the skins home, as trophies, cannot circulate too widely. It is to the credit of the Kearnton-Barnes expedition that the camera replaced the gun as far as was possible. Another interesting question raised by the author relates to drum-signalling: it would appear that by the use of their drums many Central African tribes can communicate one with another over great distances—in short, the drum is the Central African's wireless telegraphy—and by change of rhythm he can vary his messages. Mr. Barnes speaks, too, of a fierce fighting, carrion-eating African bee; and one would have been glad if he had given some details, for the honey-bee as we know it would not go near carrion, while the bees of Samson's riddle would appear to have more connection with the African family than with the apiaries of the Old and New World. On the question of sleeping-sickness Mr. Barnes has much to say that is of interest; and it may be said that some of the photographs are of high value. Doubtless they would have been still more varied and fascinating had the light in the forest regions been strong enough for photographic work. Here praise ends, for it must be admitted that the historian of the expedition seldom rises to the height of the occasion. Much of his writing is turgid and uninspired; he has a large sense of slang and a small sense of style. There are moments when a deep emotion raises his pen to the height of clear and sustained expression, but these moments are too few; and though the photographs are excellent they cannot atone for the lack of the fitting word or adequate expression of the mood. The reader is seldom able to share any of the writer's feelings or experiences. Here was a rare opportunity—here was high adventure—the revelation of a new world. For the most part it is described in the colloquial language of second or third class journalism by a writer who is clearly capable of better things.

## AT THE BOOKSELLERS.

## MISCELLANEOUS.

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 Poems of Emile Verhaeren. Translated by Anna Stretfield. 3s. 6d. net. (The Bodley Head.)  
 Memoirs of the Duke de Saint-Simon. Francis Arkwright. Two vols. 10s. 6d. net each. (Stanley Paul.)  
 At Home and On the Battlefield. Sir Frederick Stephenson, G.C.B. 12s. (Murray.)  
 The Rock-Tombs of Meis—L. Aylward M. Blackman, M.A. 25s. (Egypt Exploration Fund.)  
 My March to Timbuctoo. General Joffre. 2s. net. (Chato and Windus.)  
 Our Regiments and their Glorious Records. Charles White. 1s. (Pearson.)  
 Text-Book of Navigation and Nautical Astronomy. Captain A. P. W. Williamson, F.R.G.S. 7s. 6d. net. (Hogg.)  
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## THE PLAYHOUSES.

## THE REVIVAL OF "VÉRONIQUE" AT THE ADELPHI.

"VERONIQUE" took London by storm eleven years ago as one of the daintiest opera-comiques ever sent us from France; and now that we renew acquaintance with the piece, it is evident that our enthusiasm over its fragrance and charm was in no way mistaken. It bears revival excellently well; there is no need for a revision of judgment. Its pretty story, its winsome melodies, its innocent heroine are as appealing as ever, and the only comment called for by Mr. Edwardes' Adelphi production concerns the cast. Vice Miss Ruth Vincent, we have a new Véronique, Miss Dorothy Waring; and though she has all her experience to gain, this pupil from the Guildhall School of Music justifies her promotion, and, with her fresh, sweet voice and engaging appearance, shows promise of a successful career. She has the support of several popular favourites who do credit to their reputation—Miss Amy Augarde and Miss Daisy Irving among the actress-singers; Mr. Tom Walls and Mr. George Barrett, both in good comic form; and Miss Elise Craven, whose dancing is one of the chief delights of the performance. The play has never been more picturesquely mounted than it is now, or more eagerly received.

## "SEALED ORDERS." AT DRURY LANE.

Very apt to the times is the reproduction at Drury Lane of that stirring drama of patriotism, "Sealed Orders." There is no need any longer to make concealment as to the nationality of the schemer who plots to wrest from a woman the secrets of British Admiralty, and the Baron whose plan of campaign so nearly succeeds is plainly now described as a German Ambassador. Not so did war break out; but the fact that the authors did not anticipate the details of future events does not spoil the moral of their story, that in world-politics you must leave nothing to chance, or rob their play of its melodramatic effectiveness. However incredible the treachery and weakness of the English Admiral's wife, her sacrifice of country to private reputation results in a most exciting tale; and the aerial and battle-ship scenes could hardly be bettered in the matter of stage-realism. Mr. Brydson's Teutonic villain; Mr. Sass's bluff Admiral; Miss Gladys Mason's distraught heroine; and the Jew of Mr. Robert Ayrton—are all performances in the proper vein; in default, alas! of Miss Fanny Brough, we could not hope for a more agreeably broad style of humour than is supplied in the rôle of the beauty-specialist by Miss Marie Illington. Indeed, the cast is as strong as the play is appropriate. So that "Sealed Orders" should be in for another long run.

## "THE BLOW." AT THE LITTLE THEATRE.

Homicide is the basis of young Mr. Vane Sutton-Vane's experiment in drama, "The Blow," which was given its début at the Little Theatre last Saturday night; and the fact that his audience never took the death of the naughty Mme. Gicquelle or the sin of Mrs. Pallant too seriously is a proof that the author has still a lot to learn in the handling of human emotions on the stage. Still, thus early he shows a knack for devising strong scenes, and the passage of arms between outraged wife and insolent rival, which culminates in the fatal blow with the lamp, is ingeniously enough written to give us hopes of Mr. Sutton-Vane's future. After the episode of real homicide follows another of half-homicide brought about by a piece of make-believe, so that could we only accept the playwright's story, he would play havoc with our nerves. The family into which Mrs. Pallant's daughter is marrying object to an alliance with a lady who could be called a murderess, and her relations resent the imputation implied; but difficulties are smoothed over by Lady Claring, the objecting mother, coming upon a scene in which her own son nearly strangles a man for seeming to besmirch his fiancée's honour. On the whole, then, Mr. Sutton-Vane's strenuousness amuses rather than impresses; but his quarrel-episode, at any rate, provides good acting opportunities for Miss Edyth Olive and Miss Aimée de Burgh, and he has discovered already how to fit his interpreters—Miss Fortescue, for instance—with theatrically telling rôles.

## "A ROYAL DIVORCE." AT THE LYCEUM.

Its age and its popularity have earned the late Mr. W. G. Wills's Napoleonic drama, "A Royal Divorce," immunity from criticism, or one might wonder what is the quality which has won this combination of fustian rhetoric and false history its acceptance at the hands of unsophisticated playgoers. Perhaps the fact that a sentimental story has been written round a great name explains what otherwise seems so odd. There is no mistaking, however, the appeal the play makes to popular audiences; it is greeted now at the Lyceum with as fervent enthusiasm as it has ever obtained on a provincial tour. There is a picturesque Napoleon in the person of Mr. Frank List, and Mr. Fred Morgan's portrait of Talleyrand has all that arch-plotter's traditional air of craftiness; and if Miss Ethel Warwick does not make all she might out of the sorrows of Josephine, she looks as handsome a heroine as anyone could wish to see.

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## MEN OF WAR AND THE SIREN.

## "The King's Ships."

Commander H. S. Lecky's series of six fine volumes dealing with the historical and war-service records of the ships of the Royal Navy from the earliest times to the present day—"The King's Ships," by Commander Haldon Stirling Lecky, R.N. (Horace Muirhead)—has now reached its third volume. The set of six volumes will, when complete, be illustrated with a total of over 2500 pictures of every kind and of great historical value; battle scenes from contemporary paintings and prints, the portraits of famous Admirals and Captains, naval crests, historic signatures, etc., making the book as a whole in effect quite a naval picture gallery—in its way, indeed, another Greenwich Hospital "Painted Hall"—alike for general attractiveness and in its value for all who are interested in the great days of the Navy. The third volume, with which we are immediately concerned, specially comprises the histories of ship-names between the initials "E" and "J." The story of the *Endymions* opens it (earlier names of the "E" group fall within the scope of the previous volume), and the last ship-name dealt with is that of the *Jupiters*. Up-to-date war interest will undoubtedly be aroused by certain of the names which appear in the volume under review. We have here, for instance, the records in war and peace of our *Glasgows*, the latest of which has won fame for her part in the Falkland Islands battle, and since then for the share she had in sinking the *Dresden*; the *Gloucesters*, mention being made in the volume of the present *Gloucester's* fight last August with the *Breslau* and the *Goeben*; the *Formidables*, down to the last *Formidable*, torpedoed in the Channel on New Year's Day; also of the *Invincibles*—the present battle-cruiser of the name was Admiral Sturdee's flag-ship in the Falklands fight; and the *Inflexible*, another Falklands battle victor, now one of the attacking fleet in the Dardanelles, and one that was hard hit in the first encounter at the Narrows. The frontispiece to the volume is a notable photograph portrait of our last Lord High Admiral, King William IV., who, as Duke of Clarence, held that high and historic office. There are, in addition, five text pictures in colour, which form of themselves another interesting feature of the volume from the popular point of view. For its completeness of detail and general accuracy in statements of fact the work deserves the highest praise; while the labour involved on the gallant author in collecting and arranging his mass of facts and dates must have been prodigious and have taken years. Of the usefulness of the volumes as a work of standard reference and permanent record on the subject of man-of-war names, there can hardly be two opinions. The volumes are well got up, and quietly and effectively bound and lettered in blue and gold. The text is clearly printed, and the careful reproduction of the illustrations leaves little to be desired.

## "Nelson's Legacy."

Frank Danby is a clever and gifted writer, but it may be doubted whether her reputation will be enhanced by her latest work, "Nelson's Legacy" (Cassell). Let it be granted that she has added fresh material to the sordid life-story of the notorious adventurer—the epithet is her own—who became the mistress of Nelson; it may be doubted whether the tale was worth retelling. Emma, daughter of Henry Cadogan who married Mary Kidd under the name of Lyon, was merely a courtesan, and her career in all its changing circumstance is one of constant immorality. The brush of Romney and the passion of Nelson are all that make it different from the careers of thousands of women of the half-world, and there is not in Lady Hamilton's whole career any feature that redeems the ugliness. Opportunities were deliberately missed; she might have lived in comfort, almost in repute, but her vices were incurable. This being so, it may be suggested that enough has been written about Lady Hamilton until something calculated to redeem her character can be discovered. Many of Frank Danby's realistic moments are distinctly unpleasant—the picture of Dr. Budd gloating over Emma's adolescent charms (pp. 59 and 60) comes near to being revolting—and there are many occasions when the author's desire to call a spade a spade leads her to the extreme limit of good taste. At the same time, it must be conceded that "Nelson's Legacy" is not, like so many studies in the same class, a mere piece of book-making; it is the result of much hard work and deep thinking, and the writing is what one would look for from Frank Danby—vigorous and expressive. We venture to suggest that there are in history many women who lived decent lives and yet afford material for painstaking biographers; and, if this theory be correct, we are left wondering why there should be such a long-sustained output of work that glorifies no woman unless she was a courtesan or disregarded her marriage vows. Even the many mistresses of Charles II. are not allowed to rest in their graves; and doubtless we should go back to Henry VIII. at least if he had not had the matrimonial habit so fully developed that the modern biographer finds his occupation gone. It does not greatly matter when a certain class of writer and reader cater one for another, but Frank Danby stands head and shoulders above the people who glorify the erotic. She has wit, fancy, and style; she is cultivated and a critic; it is impossible not to feel that some more attractive theme might have engaged so skilled a pen. Finally, let the opinion be set down that no researches, no creation of pictures that may well bear a likeness to the truth, can give Lady Hamilton anything more than the mere physical attractiveness she was destined to outlive.

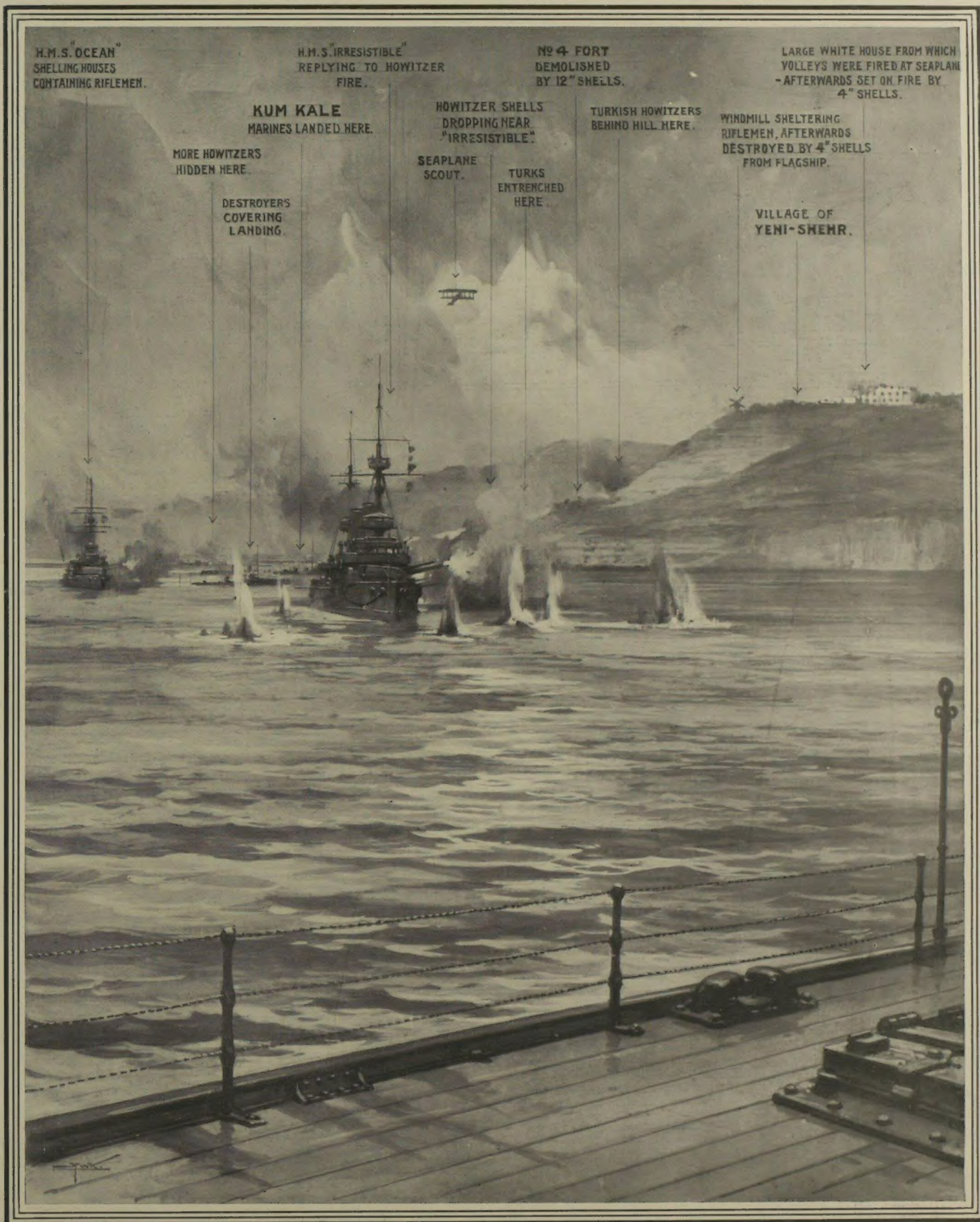
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# BEFORE THEY WERE MINED: "OCEAN" AND "IRRESISTIBLE" IN ACTION.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH MADE BY A BRITISH OFFICER PRESENT AT THE ACTION.



AS SEEN FROM THE DECK OF ONE OF OUR WAR-SHIPS: THE TWO BRITISH SHIPS AFTERWARDS SUNK BY 'DRIFTING MINES' ENGAGED IN BOMBARDING TURKISH POSITIONS IN THE DARDANELLES.

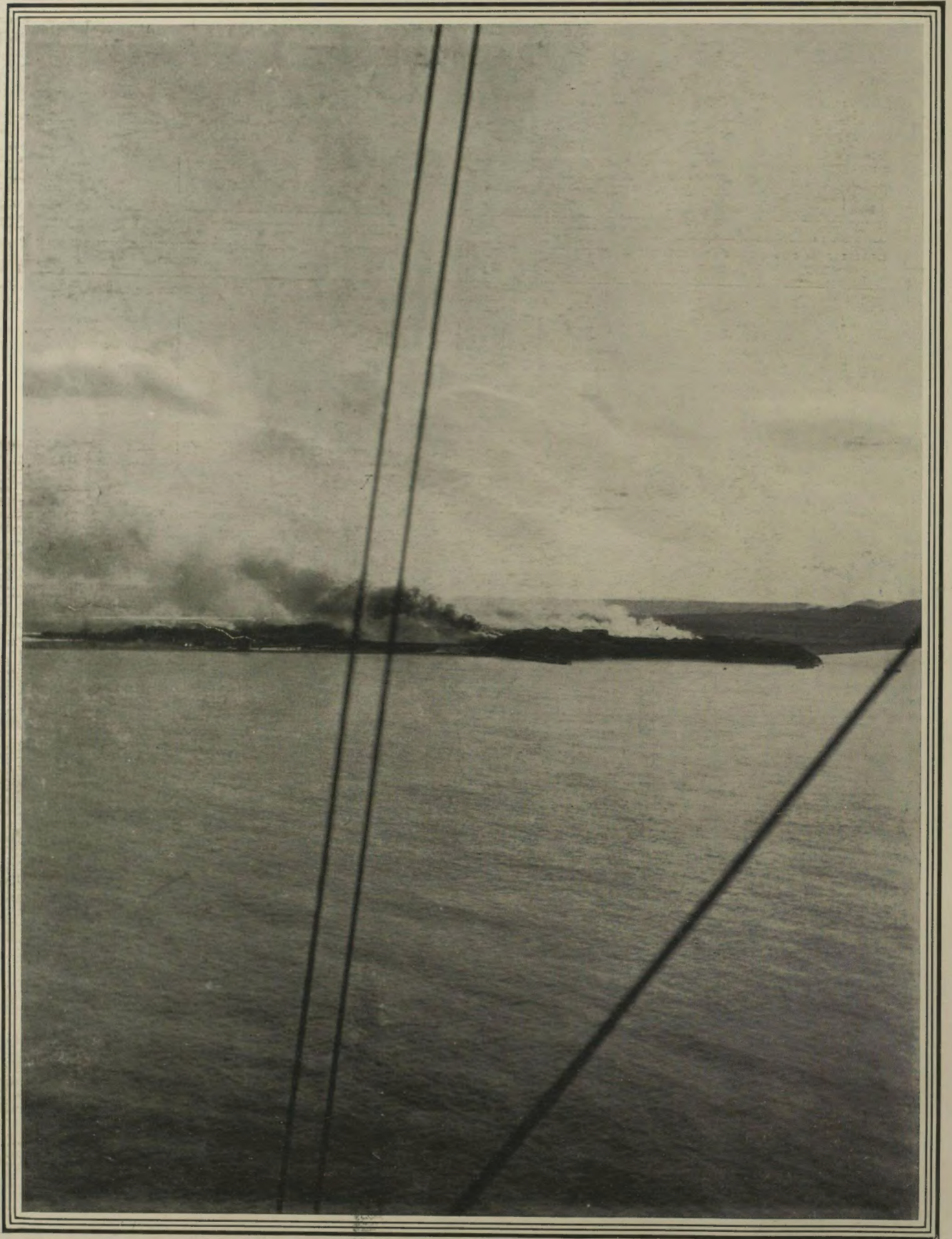
With regard to the operations in the Dardanelles on March 4, the day on which the incident here represented took place, the Admiralty stated on March 5: "The attack upon the fortresses of the Dardanelles was continued yesterday. The Admiral has not yet reported the results obtained within the Straits." Later it announced: "On March 4 the weather became fine, and the sweeping and bombarding operations within the Straits continued steadily. Meanwhile, demolition-parties, covered by detachments of the Marine Brigade of the Royal Naval Division, were landed at Kum Kale and Sedd-el Bahr to continue the clearance of the ground at the entrance to the Straits. The party at

Sedd-el Bahr discovered and destroyed four Nordenfeldts. Some skirmishing ensued on both banks, and the enemy were found to be holding the villages in force." The disaster to the two ships shown in the drawing took place during the great action in the Narrows on March 18. "At 2.26 p.m." (to quote the official account) "the relief battle-ships renewed the attack on the forts. . . . At 4.9, 'Irresistible' quitted the line, listing heavily; and at 5.50 she sank, having probably struck a drifting mine. At 6.5, 'Ocean' also having struck a mine, both vessels sank in deep water, practically the whole of the crews having been removed safely under a hot fire."—[Drawing Copyrighted in the United States and Canada.]



## WHERE OUR SHELLS "FIRED ANOTHER TROY": BURNING KUM KALEH.

PHOTOGRAPH EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS."



THE VILLAGE AND FORT OF KUM KALEH ON FIRE DURING THE BOMBARDMENT OF MARCH 4: THE DESTRUCTION OF THE TURKISH DEFENCES ON THE ASIATIC SIDE OF THE ENTRANCE TO THE DARDANELLES.

Kum Kaleh is situated on the southern point of the entrance to the Dardanelles, on the Asiatic side. Beyond the darker smoke seen about the centre of the photograph, lies the site of ancient Troy. In the Admiralty's account of operations of February 26, the day after the Allied ships entered the Dardanelles, it was stated: "After being shelled from inside the Straits, the enemy retired from the forts at the entrance, and during the afternoon demolishing parties were landed at Kum Kaleh and Sedd-el Bahr from 'Vengeance' and 'Irresistible.' Forts A (Cape Helles), B (Sedd-el Bahr), and C (Orkhanieh) were then completely, and Fort D (Kum Kaleh) partially, demolished.

The enemy encountered in Kum Kaleh were driven out over Mendere Bridge, which was partially destroyed." Two new 4-inch guns concealed near the Tomb of Achilles were also destroyed. Regarding the events of March 4, on which day our photograph was taken, the Admiralty announced: "The weather became fine and the sweeping and bombarding operations within the Straits continued steadily. Meanwhile, demolition parties, covered by detachments of the Marine Brigade of the Royal Naval Division, were landed at Kum Kaleh and Sedd-el Bahr to continue the clearance of the ground at the entrance to the Straits."



## AN UNANNOUNCED VISIT: LORD KITCHENER IN FRANCE.

PHOTOGRAPHS BY S. D'A.



ON HIS WAY TO VISIT THE FRENCH HEADQUARTERS:  
THE ARRIVAL OF LORD KITCHENER.



GREETED BY THE GENERALISSIMO: LORD KITCHENER  
WITH GENERAL JOFFRE AND M. MILLERAND.



AFTER THE MEETING BETWEEN THE BRITISH AND FRENCH WAR MINISTERS: LORD KITCHENER AND M. MILLERAND LEAVING THE FRENCH HEADQUARTERS.

The movements of Lord Kitchener are necessarily veiled largely in obscurity, but it is known that the Secretary of State for War paid a brief visit to the French Headquarters on a date there is no need to mention. The photographs are the more interesting, as in addition to Lord Kitchener, they show General Joffre, the French Commander-in-Chief, and M. Millerand, the French War Minister. Attention has of late concentrated more than ever upon Lord Kitchener, inasmuch as, with characteristic decision and promptitude,

he was the first public man to prohibit in unqualified terms the use of alcohol in his household, immediately following the suggestion of the King, and even anticipating his Majesty's decision to take the same course with regard to the whole of the Royal Households, and thus, by personal example, influence the difficulty alleged to have been caused by drink in delaying the production of munitions of war. Already, it is said, the output has increased, which is a matter of congratulation to Lord Kitchener and to the nation.



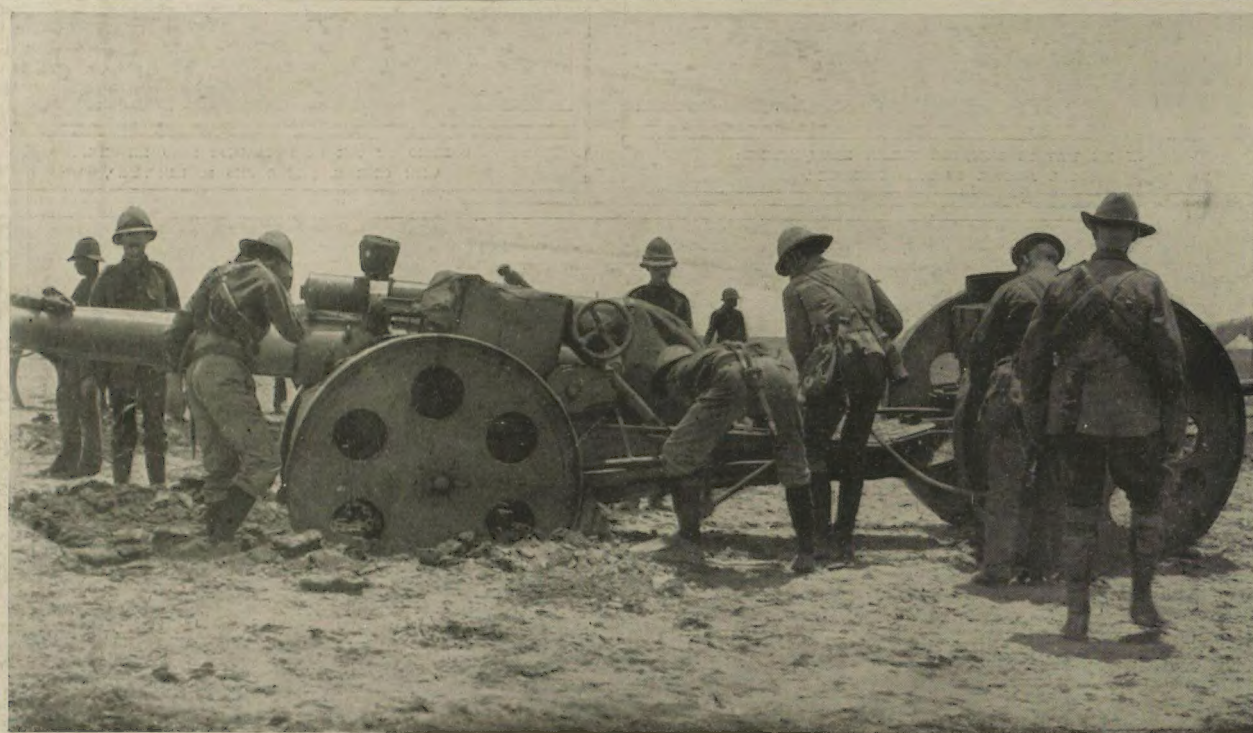
## BOTHA'S "LITTLE WAR": A DESERT CAMPAIGN.



A BIVOUAC IN THE SANDY DESERT: THE UNION FORCES IN GERMAN SOUTH-WEST AFRICA.



"THE WEARY, WEARY 'SAND-JAMMING'": UNION TROOPS ON THE MARCH TO SWAKOPMUND.



SOME OF THE UNION ARTILLERY OPERATING AGAINST THE GERMANS IN SOUTH-WEST AFRICA: A "LONG TOM."



"FIRST LINE TRANSPORT" OF THE RAND RIFLES: SLEIGHING OVER THE SAND.



THE ADVANCE TO SWAKOPMUND: IN THE UNION TRENCHES FACING THE ENEMY'S POSITION.

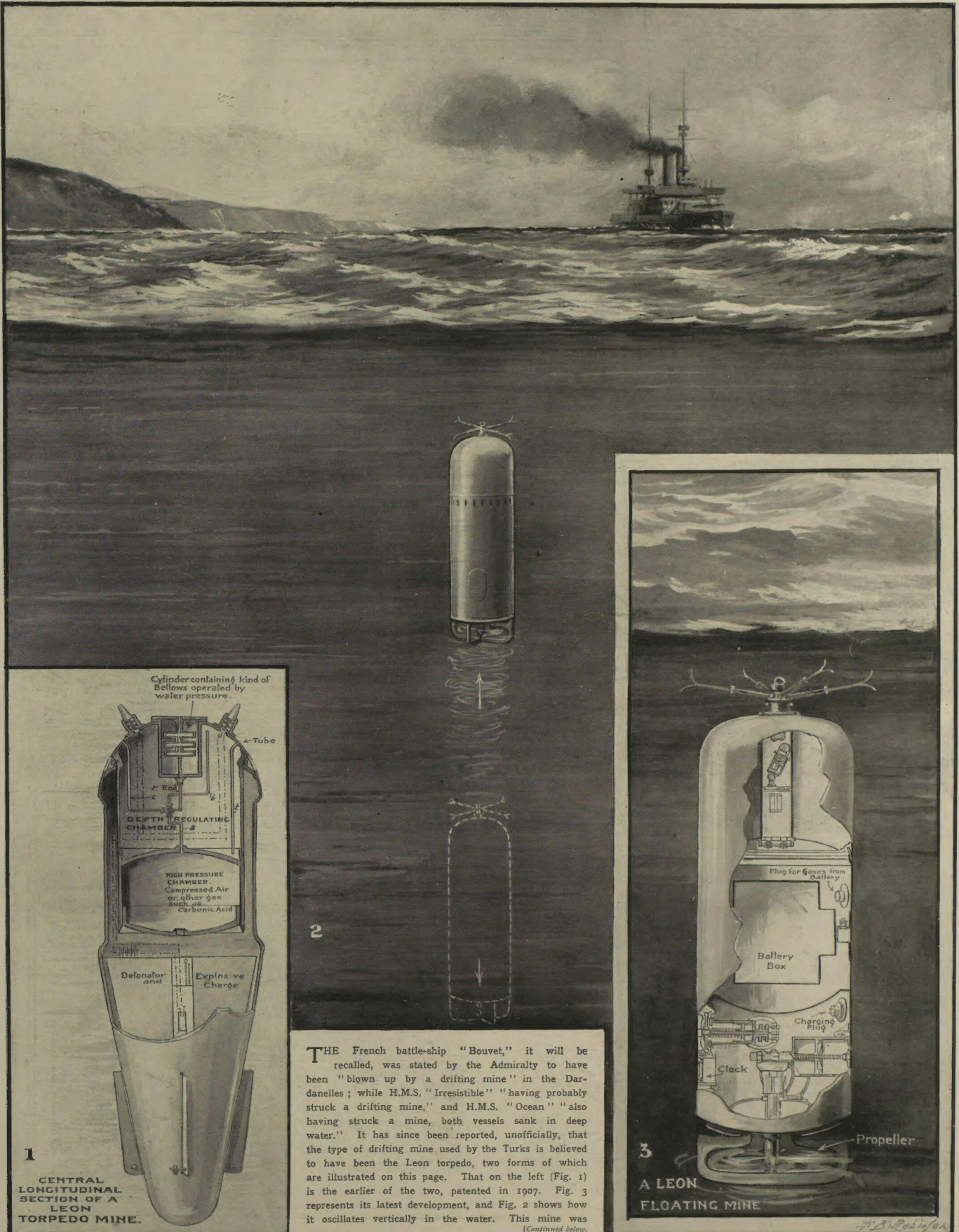
Interest in the campaign against German South-West Africa has been re-aroused by the recent news that the Union forces have occupied Aus, an important centre in the southern part of the German colony, about ninety-five miles up country from Lüderitz Bay, which was captured some time ago. Although Aus was strongly fortified, the Germans abandoned it and their entrenchments before it without a struggle, though they laid mines, one of which blew four mules to pieces, and another a horse and stable. The Union troops, in advancing from Garub to Aus, had to trudge through great stretches of sand where water and food were scarce. An officer, describing the country in a letter recently,

said: "What a world of desolation is there! Not the benign duneland of East England, or Flanders, with tussocks of grass and scrub, but a heart-numbing ocean of soft, white sand-billows, rising in places to a height of 1000 ft. or more." The officer who sends these photographs, which were taken in the desert between Walfish and Swakopmund, writes, with regard to No. 4: "Wagons are almost useless, so the Regiment set to work and made a fleet of sleighs for itself, and they work admirably on the bottomless sand." Swakopmund, the principal port in German South-West Africa, was occupied by the Union troops in January.



## SINKER OF THE "BOUVET," "IRRESISTIBLE," AND "OCEAN"?

DRAWN BY W. B. ROBINSON.



THE French battle-ship "Bouvet," it will be recalled, was stated by the Admiralty to have been "blown up by a drifting mine" in the Dardanelles; while H.M.S. "Irresistible" "having probably struck a drifting mine," and H.M.S. "Ocean" "also having struck a mine, both vessels sank in deep water." It has since been reported, unofficially, that the type of drifting mine used by the Turks is believed to have been the Leon torpedo, two forms of which are illustrated on this page. That on the left (Fig. 1) is the earlier of the two, patented in 1907. Fig. 3 represents its latest development, and Fig. 2 shows how it oscillates vertically in the water. This mine was

(Continued below.)

1. A LEON TORPEDO-MINE SHOWN IN SECTION: THE EARLIER FORM.

2. SHOWING HOW IT OSCILLATES IN THE WATER: THE LATEST TYPE OF LEON TORPEDO-MINE.

3. THE LATEST TYPE OF LEON TORPEDO-MINE: A SECTIONAL DIAGRAM.

(Continued.)

invented by Captain Karl Oskar Leon, of Karlskrona, Sweden. A torpedo-mine is so called because it can be ejected from a tube like a torpedo. It does not, however, move horizontally like a torpedo by its own power, but it can be set to oscillate more or less vertically beneath the surface at any desired depth. In the type shown in Fig. 1, the oscillating mechanism is regulated by means of compressed air in a chamber within the mine. The bellows are extended by increase of water-pressure and contracted by its decrease. Water is admitted to the depth-regulating chamber and expelled from it

through the tube 1, which communicates with the water surrounding the mine. The explosion of the mine is caused by impact with the two spring-pressed horns seen projecting at the top in Fig. 1. The mine shown in Fig. 3 floats almost vertically in the water. It sinks to a certain prearranged depth at which the propeller is automatically actuated to drive it up again. The action of the propeller can be made to begin and cease at any depth desired. The time during which the mine is to float can also be regulated.—[Drawings Copyrighted in the United States and Canada.]

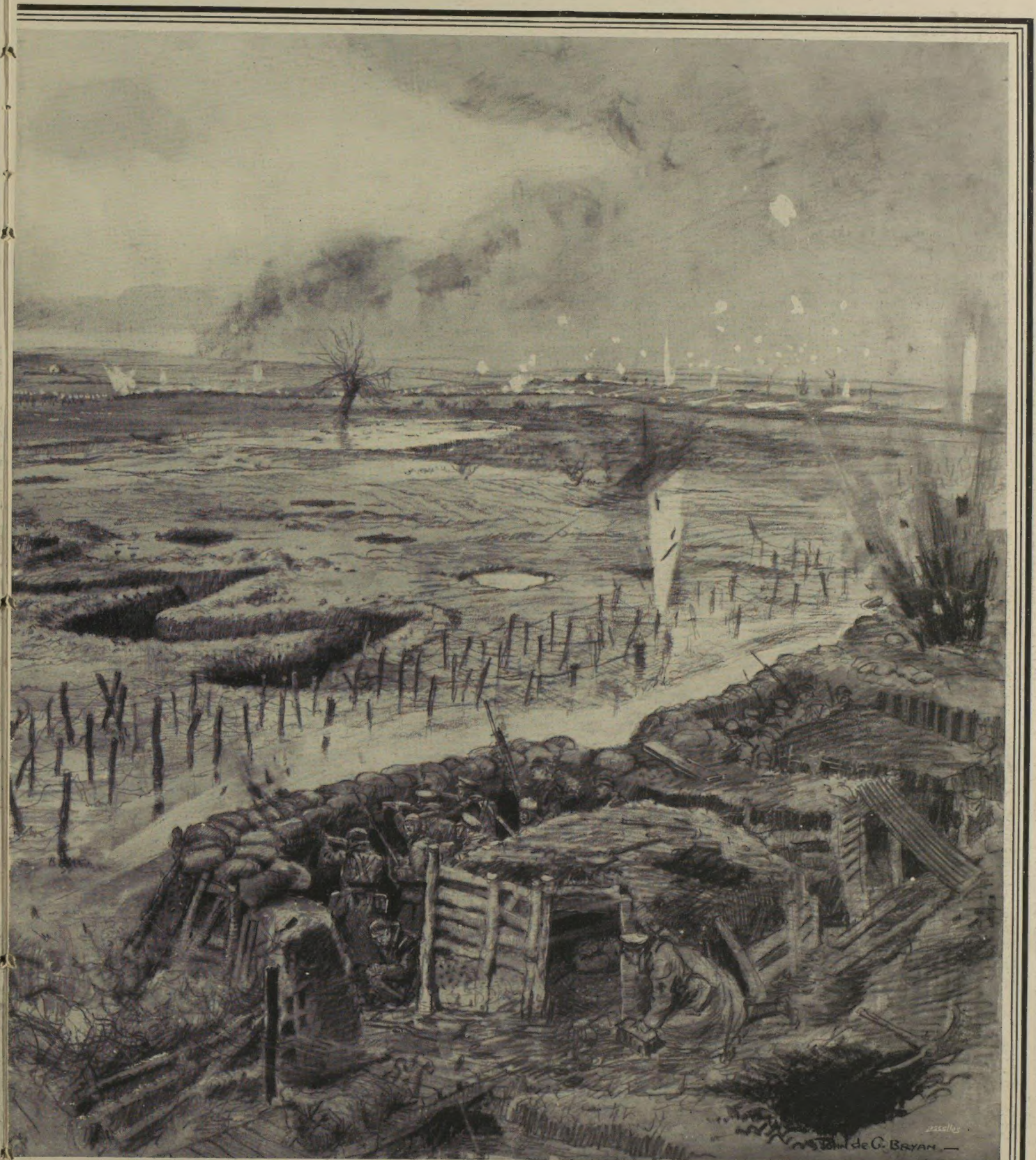


## CANADIANS IN THE FIGHTING ROUND NEUVE CHAPELLE:

DRAWN BY JOHN DE G. BRYAN FROM MATERIAL

## STOPPING ENEMY COUNTER-ATTACKS AT BOIS GRENIER.

SUPPLIED BY AN OFFICER PRESENT AT THE ACTION.



## PART OF THE FINE FORCE CANADA WILL MAINTAIN AT A STRENGTH OF 50,000 OR MORE

Sir John French, in his recent message to the Duke of Connaught, paid a high tribute to the work of the Canadian troops at the front. In particular, he spoke of the "splendid service in the trenches" of Princess Patricia's Regiment, which arrived a month earlier than the rest, and said he "had never seen a more magnificent-looking battalion, Guard or otherwise." The Canadian Minister of Militia, Major-General Hughes, recently announced that the Dominion Government proposed to keep 50,000 Canadians in the firing-line throughout the war, and, if necessary, 75,000 or more. The above drawing shows a section of the Canadian trenches at Bois Grenier during the battle of Neuve Chapelle. Two battalions were placed in force to occupy their trenches in anticipation of a German counter-attack, which they successfully prevented, keeping up a heavy rifle and machine-gun fire at the German lines opposite them. In front of the Canadian position a zig-zag communication-trench ran out to a point nearly half-way to the front German trench, and at the end was erected a small "dug-out" fortified with sand-bags, which formed a listening-post. Two or three men camped in this place, and when the noise of the firing occasionally died away, they could distinctly

## THROUGHOUT THE WAR: MEN IN WHOM SIR JOHN FRENCH HAS "THE UTMOST CONFIDENCE."

ascertain the German movements, and could signal back to the main trench. The ground was very bad and wet. In between the two positions there ran old abandoned trenches filled with water, while through the Canadian trench at one point flowed a small stream. This was crossed by a foot-bridge, screened with brushwood and hurdles, but which, of course, did not protect it from the enemy's fire. The Germans used to turn a Maxim on this point and sweep it at intervals. The ground was so wet that below eighteen inches was water; so the trenches were built up and protected by sand-bag parapets, fronted by the usual barbed wire. The tree in the picture on the right was nicknamed the "Lone Tree." In the foreground are the Canadian trenches, with a Maxim gun in action on the extreme left. The German trenches, indicated by the line of barbed wire in the middle distance, were about eighty yards away. On the extreme right, in the distance, beyond the "Lone Tree," the shells are seen bursting over Neuve Chapelle. The ridge on the horizon to the left was about 4000 yards away from the Canadians in the direction of Lille. The direction of Armentières is directly to the left as one looks at the drawing.—[Drawing Copyrighted in the United States and Canada.]



## MODERN NAVAL WARFARE: FORTS VERSUS SHIPS.

### THE ATTACK ON THE DARDANELLES. BY A NAVAL EXPERT.

THE operation of forcing the Dardanelles must hold a prominent place in our attention, owing to the magnitude of the undertaking, and to the light which the enterprise must throw upon the ancient problem of the attack of forts by ships. The difficulties to be encountered are largely incidental to the geographical conditions—to the narrow neck of the channel which must be passed, with its many fortifications; and to the rapidity of the current running out of the Straits, which facilitates the use of floating mines and similar obstructions of modern development. In addition to the fixed forts armed with guns and howitzers, movable batteries of heavy artillery as well as field-pieces have come into play, and it is likely that these will be found to be supplemented by entrenchments and earthworks manned by numerous land forces. The existence of such coast-defences, safeguarding the entrance to a narrow and winding channel, makes the task one against which ships alone are not likely to cope with success, in spite of the increased power of the artillery carried afloat, and the advantages to be derived from observation by air-craft. In all probability, the time-honoured precedent of opening the back door will have to be followed on this occasion, and much will depend upon the opposition, permanent or improvised, to be overcome by the troops. It is satisfactory in the circumstances to know that the authorities, who must have counted the cost, are able to say that ample naval and military forces are on the spot.

Naval attack upon shore-defences was generally considered to be against the accepted precepts of warfare. One gun on land, it was said, is worth three at sea, and this rule to hold good for most coast-fortifications. Nelson at Calvi, when asked by his military colleagues to allow the ships to bombard, replied that the powder and shot fired in such an attack would give better results if directed from a battery on shore. His judgment can hardly be disputed. He meant, no doubt, that the fire from guns on firm and immovable mountings on shore would be more accurate than that from weapons on unstable platforms afloat. The disadvantages under which the ships were placed at that period were considerable. Not only could a vessel be fired at with red-hot shot, but if the shore-batteries were placed at any height, or mortars were used, the plunging fire would cause great damage, much beyond that which would be inflicted by the weapons afloat. Whereas, too, much injury might be done to the fort without disabling the gun, the ship could be set on fire, or her men so reduced as to cause her permanent disablement. With the introduction of shell-fire and steam, the balance appeared to be still further on the side of the fixed defences on land, since the projectiles, bursting in the vessel, would not only cause great demoralisation, but a single one might possibly reach a vital part and put the ship out of action. But although the balance of advantage appeared to be in favour of the forts, coast-defences were attacked by ships with success, and channels depending upon fortifications for their protection have been forced even by wooden vessels

under sail. Yet it was always considered a very risky business, and, as a rule, only to be undertaken when the results to be derived were deemed commensurate with the losses likely to be incurred. Generally, too, such incidents were preliminary and preparatory to military operations.

In the first half of the last century, the bombardment of Algiers in 1816, and of Acre in 1840, with the passage of the Parana in 1845, were examples of the successful use of ships against land forts; but there were other occasions where line-of-battle ships even were unable to silence batteries on shore. In the days of short-range guns, if the ships could be brought sufficiently close to the fortifications without being damaged, they were able to crush the opposition by weight of metal and rapidity of fire. Lord Exmouth, at Algiers, had to contend with a town the seaward face of which bristled with batteries of heavy guns; and in the Mole fort alone there were said to be upwards of two hundred pieces of artillery. The Admiral, however, took his fleet close in, his flag-ship, the *Queen Charlotte*, anchoring about fifty yards from the entrance to the harbour. Within six hours, he had demonstrated the truth of his assertion that defences

If, however, Algiers proved that a wooden line-of-battle fleet could outmatch stone forts, Sebastopol on Oct. 17, 1854, supplied evidence of a contrary character. The shore batteries put six ships out of action, and the bombardment did not contribute in the least to the surrender of the fortress. During the Civil War in America there were, however, several instances of ships forcing passages in the face of fortifications, and of successful attacks upon earthworks by squadrons of wooden ships and ironclads. The defences below New Orleans consisted of Fort Jackson, with seventy-five guns, and Fort St. Philip, with thirty guns. Below this, again, a heavy boom was placed across the river, the current in which ran at a speed of from six to seven knots. Behind the forts were two ironclad rams and eighteen gun-boats. Two squadrons, consisting of seventeen vessels, of which only four carried more than twenty guns each, comprised the attacking force, of which fourteen vessels passed the forts on April 24, 1862, receiving next day the surrender of New Orleans. Admiral

Farragut, on Aug. 5, 1864, similarly forced successfully the passage past Fort Morgan in face of a small naval force and of torpedoes, mines, and other obstructions in the channel. On this occasion the ships suffered little from the fire of the forts, but one of the monitors was sunk by a mine. At Alexandria, in 1882, the conditions had changed again, for although the guns carried in the ships threw heavier metal, there were fewer of them, and, while accuracy of fire had much increased, not nearly every projectile accomplished its intended destructive effect. If the Egyptians had been better marksmen the result might have been different. Neither at San Juan, Porto Rico, nor at Sant-

iago, both of which places were shelled by powerful American fleets in 1898, was the result commensurate with the ammunition expended; and similarly at Port Arthur in 1904 the bombardment of the defences by Admiral Togo's fleet proved of little avail. In all these cases great care was taken to avoid risk to the ships, and the effect was mainly of a moral character.

The deductions drawn from these occurrences were certainly not altogether in favour of the ships, although it may be said that success or non-success in each case was decided more by the general circumstances of the undertaking than by the character of the opposed forces. It was felt, nevertheless, that under modern conditions the powers of the ship had not been enhanced relatively to those of the forts on land. During the last decade, however, there have been further important developments, and ships are now better able to compete with coast batteries. Not only have the power and accuracy of the guns afloat considerably increased, but in the latest ships they can be used at ranges beyond that of the artillery on shore. Assisted by scientific appliances and observation from other ships or from air-craft, indirect fire can now be brought to bear upon the forts while the vessels remain comparatively immune. The happenings at the Dardanelles have so far constituted a remarkable triumph for the ships over fixed and immobile defences.



WHERE THE RUSSIAN FLEET HAS ATTACKED TURKISH COAST-DEFENCES: THE BLACK SEA ENTRANCE TO THE BOSPHORUS.

An official announcement from Petrograd on March 29 stated: "The Black Sea fleet yesterday bombarded the outside forts and batteries of the Bosphorus on both sides of the Straits." The chief Turkish defences of the Bosphorus are at this end, and are said to be weaker than those of the Dardanelles. It is about nineteen miles from the northern end of the Bosphorus to Constantinople.

made of stone could not resist the power of his line-of-battle ships. It must be pointed out, however, that the Algerines permitted the vessels to take up their fighting positions unmolested. At Acre also, the ships were allowed to approach the defences to within 700 yards before the forts opened fire. With such precision and rapidity were the guns in the ships served, that in a few hours the fire of the land-batteries ceased, and next morning the British took possession of the place. The Parana Expedition to Obligado—about a hundred miles from the mouth, where batteries of great strength had been established—was carried out by an allied Franco-British force, and was made specially interesting by the necessity for destroying a barrier which had been placed across the river in order to prevent the squadron passing up. This barrier was formed by a number of empty vessels each fastened to its neighbour by three stout chain-cables, which had to be cut asunder before the passage was clear. This was done, in the face of a heavy fire, under the direction of Captain Hope, of the *Firebrand*; and later, supported by the French vessels, the British seamen landed and stormed the batteries and spiked the guns, in spite of the defenders' musketry-fire. This exploit, though on a much smaller scale, reproduces some of the features of the operations now proceeding in the Dardanelles.



## FRENCH'S RIGHT HAND: THE CHIEF OF THE GENERAL STAFF.

FROM THE PAINTING BY JOHN ST. HELIER LANDER.



CHIEF OF THE GENERAL STAFF OF THE BRITISH EXPEDITIONARY FORCE: LIEUT.-GEN. SIR WILLIAM ROBERTSON, K.C.V.O., C.B., D.S.O.

Lieut-General Sir William Robertson, although his appointment as Chief of the General Staff of the Expeditionary Force was only gazetted in March, has actually occupied that post since January 25, when ill-health compelled Sir Archibald Murray to leave the front. Sir William Robertson previously held the office of Quartermaster-General of the Expeditionary Force, and filled that vitally important post with brilliant distinction, as Sir John French's despatches have repeatedly testified. His service began in the ranks of the cavalry, and he owes his advancement continuously throughout

his career to "sheer merit, exceptional talent, and hard work." A clever linguist, a deeply versed student of foreign war organisation, and of strategy and tactics, Sir William Robertson has seen service in India and South Africa, and has been wounded in action. He was specially selected as Commandant of the Staff College, a post requiring rare attainments of a very high order. The Staff arrangements at Neuve Chapelle were his work. It has been said of the new Chief of the Staff that "he has an iron constitution, no nerves, and nothing disturbs him."



## A LETTER FROM THE TRENCHES: THE SENDER.

FROM THE PAINTING BY A. C. MICHAEL.



### NEWS FOR HOME: A BRITISH SOLDIER WRITING TO THE OLD FOLK.

Brief as, for many reasons, such communications must be, it is one of the remarkable features of the present war that no previous campaigns have been marked by such an interchange of letters between those who are in action at the front and those who are left to bear their forced inaction and anxiety at home as best they may. It is

a healthy sign of the *moral* of our troops that even in the trenches they think of those dear to them, those for whom they are so gladly risking life and limb. The typical British soldier never loses the man in the fighting-machine, which is, probably, one of the secrets of his success.—[Copyrighted in the United States and Canada.]



## A LETTER FROM THE TRENCHES: THE RECEIVERS.

FROM THE PAINTING BY A. C. MICHAEL.



### NEWS FROM THE FRONT: THE SOLDIER'S FATHER AND MOTHER READING HIS LETTER.

The coming of a letter from his soldier-son at the front has cheered many a veteran during the present world-war, and, like a humble Alexander, as he has read good news, he has fought his battles o'er again, and lived through old days of stress and peril as his son is living through them now. The very romance of war is conveyed

by business-like methods, and the weary waiting and sickening doubt and fears of old campaigners no longer exist, thanks to the prosaic but invaluable service of the post. In this we see one form at least in which the march of science has helped the human, and humaner, side of modern war.—[Copyrighted in the United States and Canada.]



# THE PARIS SEASON. 1915: THE LIFE OF THE FRENCH WOMAN OF FASHION IN WAR-TIME.

DRAWN BY J. SIMONT.



THE NEW OCCUPATION: LADIES OF FRANCE MINISTERING TO THE WOUNDED IN A SALON MORE FAMILIAR WITH THE GAIETIES OF PEACE THAN THE GRIMNESS OF WAR.

In France, as in our own country, the women of Society have answered the call of war-time and passed at a step from the frivolities and gaieties of Seasons to the solemnities and the sadness of sick-rooms. Many a beautiful dwelling-place has become a hospital. Simple beds replace luxurious furniture; on polished floors devoted not long ago to the Tango, heroes tread timidly, taking the first steps of convalescence, leaning on the arm of one who has changed the fashionable

frock for the simple uniform of the Red Cross nurse. Delicate hands which seemed made to be kissed by courtiers have found finer use. Those who received homage pay it. In an arm-chair before an ornate fireplace—an arm-chair in which in other days a historian of the wars of the Empire told his tales and turned his epigrams—may be seen another, who has helped to make history and can tell of the making.—[Drawing Copyrighted in the United States and Canada.]



# A SKETCH BY OUR SPECIAL ARTIST IN GALICIA: RUSSIANS DIGGING A PATH THROUGH THE SNOW FOR THEIR GUNS.

A SKETCH BY H. C. SEPPINGS-WRIGHT, OUR SPECIAL WAR ARTIST ON THE EASTERN FRONT



CUTTING A WAY THROUGH THE SNOW FOR THE RUSSIAN ARTILLERY, UNDER FIRE FROM

In his notes to this sketch from the Eastern theatre of war, Mr. H. C. Seppings-Wright, our Special Artist with the Russian forces, says: "We have had a blizzard out here, to introduce the spring, and this sketch is the result. It shows Russian soldiers hard at work digging a track through the deep snow for an artillery train. Some of the men, it will be noticed, are wearing a kind of hood, others the usual képi. On the left an Austrian shell is seen bursting, and throwing up masses of snow and clods of earth, making a black stain in the whiteness of the snow round the edge of the crater it has formed. Other Austrian shells are seen in the background on the right, while in the snow near the trees are Russian troops engaged in skirmishing." With regard to the fighting in the Carpathians, a recent official Russian communiqué stated: "We have made considerable



*after a blizzard  
Seppings Wright  
Galicia*

AUSTRIAN SHELLS: AN INCIDENT OF THE CAMPAIGN, AFTER A BLIZZARD IN THE CARPATHIANS.

progress in the direction of Bartfeld. The Austrians falling back set fire to the village of Zboro. In the direction of Baligrod we carried a fortified height east of Ravorjets. Near Russkedydiava and Kosziowa we successfully repulsed important enemy forces. During the course of the day we took about 2500 Austrian prisoners, besides 40 officers and 7 machine-guns. In Eastern Galicia we drove back an enemy battalion which crossed the Dniester near Jojava, inflicting heavy losses on it." Only a few days before this the Russians had announced another success in the region of the Lupkow Pass, between Bartfeld and Uzsok, where they captured 100 Austrian officers, 5600 rank and file, and several dozens of machine-guns.—[Drawing Copyrighted in the United States and Canada.]



## FROM A SKETCH BY OUR SPECIAL WAR ARTIST IN GALICIA.

SKETCH BY H. C. SEPPINGS-WRIGHT, OUR WAR ARTIST IN GALICIA



### THE FIGHTING FOR THE CARPATHIAN PASSES: RUSSIAN INFANTRY BIVOUACKING IN A FOREST—SUNRISE.

The fighting for the Carpathian passes which open on the plains of Hungary has gone on continuously since September, when the Russians, while holding in check the Austrians in Przemyśl, pressed forward to obtain possession of the passes. They seized the Dukla Pass, but were foiled elsewhere, and winter found the fierce struggle still in progress, every available Austrian soldier, with German reinforcements, having been

brought up. At the same time, repeated efforts were made to force back the Russians and relieve Przemyśl. Until Przemyśl fell the Russian commanders' hands were tied by the impossibility of leaving the fortress, with its huge garrison, in rear. Our illustration shows a Russian bivouac amid the dense forests that extend over the Carpathian range.—(Drawing Copyrighted in the United States and Canada.)



## DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY BACON, LAPAYETIE, RUSSELL, SPEIGHT, ELLIOTT AND FRY, THOMSON, BULLINGHAM, GENERAL PRESS PHOTOS, AND WESTON.



Our portraits include that of Captain Robert Alexander Colvin, who joined the West Yorkshire Regiment in 1909, and became Adjutant in 1913. 2nd Lieut. Pender was killed in action on March 13, at Neuve Chapelle. Lieut. the Hon. John de Blaquiére was the eldest son of the sixth Baron de Blaquiére, Great Alnager of Ireland. 2nd Lieut. Vere Herbert Smith was an old Winchester and Oxford man, Captain of Soccer and also of Sixties. He was killed near Neuve Chapelle in his twenty-third year. Lieut. James Bourdillon Wauchope was killed in an assault on the German trenches near Neuve Chapelle. Captain Alfred Sackville Cresswell saw service in the South African War, receiving the Queen's medal, with three clasps. He was gazetted Adjutant, Special

Reserve, 1912, but resigned to go on active service. Captain Robert Cecil Burton, who died of wounds received at Neuve Chapelle, was the son of Mr. Alfred H. Burton, of Manson Place, Queen's Gate, and St. Leonard's Lodge, St. Leonard's. Lieut. Reginald Eric Lucy, elder son of Mr. and Mrs. Reginald Lucy The Crescent, Plymouth, died of wounds received in action near Neuve Chapelle. Lieut. John Hutchinson Tristram was the only grandchild of the late Chancellor T. H. Tristram, K.C., D.C.L., and was killed in action at Neuve Chapelle, on March 12. 2nd Lieut. H. A. W. Beausire, was in the 1st Battalion Royal Fusiliers; and his brother, 2nd Lieut. C. E. Beausire, who was in the 12th Battalion London Regiment (The Rangers), has also been killed in action.



## SUGGESTING HAVOC BY EARTHQUAKE: RUINS OF NEUVE CHAPELLE.

PHOTOGRAPHS BY C.N.



HARDLY ONE STONE LEFT UPON ANOTHER: WRECKED BUILDINGS IN NEUVE CHAPELLE AFTER THE BOMBARDMENT OF MARCH 10.



'A SHAPELESS MASS WHICH REPRESENTS THE CHURCH': THE RUINS OF NEUVE CHAPELLE'S PRINCIPAL BUILDING.

THE utter havoc wrought in the village of Neuve Chapelle by the concentrated British artillery fire which opened the battle of March 10 is strikingly shown in these photographs, which afford silent testimony to the vivid description of "Eye-Witness." "Now, from the westward," he writes, "all that can be seen of the place is a few ruined, crumbling red-brick houses, nearly all roofless, and in their midst a tall, white, shapeless mass, which represents the church. . . . Once the German first line had been captured, the enclosures and the village itself were stormed without much difficulty; it was only on the left hand and on the extreme right that the attack was temporarily held up. These enclosures near the village now present an extraordinary picture of the effect of modern shell-fire. It must be remembered, however, that this is the accumulated result of the bombardments during October, occasional shells during four months, the concentrated bombardment by us during the 10th, and the fire of the German guns since then. For instance, in the orchard close to the church near the centre of the village the fruit trees are nearly all torn about, while one large oak,

(Continued opposite.)



POSSIBLY ONE OF THOSE DEFENDED BY GERMAN MACHINE-GUNS: A HOUSE ON THE OUTSKIRTS OF THE VILLAGE OF NEUVE CHAPELLE.

(Continued.) four feet in diameter, has been broken in half about a yard above the roots. The ground is strewn with branches, and pitted with craters, the older ones being full of water, and the ditches, which in this waterlogged country are dug all round the houses and enclosures, have had their banks blown in. One result is that the water has overflowed into the various hollows of the ground, forming large pools and patches of bog. The appearance of the village itself suggests the havoc wrought by an earthquake, for the place is one huge rubbish-heap; it is almost impossible to distinguish the streets amongst the rubble and bricks which have been hurled across and obliterated them. Here and there, portions of houses are still standing, but these are few and far between, and are dangerous to enter on account of falling tiles and tottering walls. In the churchyard the very dead have been uprooted, only to be buried again under masonry which has fallen from the church, and crosses from the heads of the tombs lie scattered in all directions. . . . In front and to the left of our position the country is more open, and in this direction the scattered houses and farms along the roads, which were armed with

(Continued below.)



'A FEW RUINED, CRUMBLING RED-BRICK HOUSES, NEARLY ALL ROOFLESS': A STREET IN NEUVE CHAPELLE AFTER THE BOMBARDMENT.



'BURIED WHERE THEY FELL': WOODEN CROSSES MARKING THE GRAVES OF SOLDIERS AMID THE RUINS OF NEUVE CHAPELLE.

(Continued.)

machine-guns, formed the centre of the enemy's resistance. . . . Mention has been made of the number of machine-guns placed in houses by the Germans; and from information received, it is believed that they had as many as fifteen defending one section of their front, some 250 yards long, on the north of the village. Collected together at different points behind our line are the graves of many of our men.

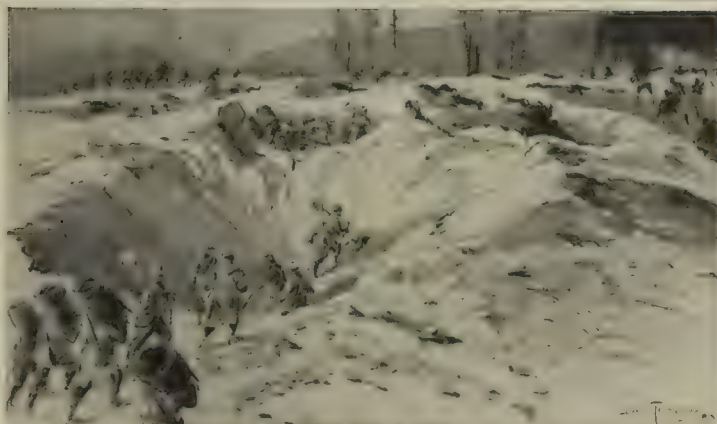
In some places the dead have been buried where they fell, either singly or in little groups; in others, there are regular cemeteries. All the graves have been carefully made, a wooden cross having been erected over each, with the name and regiment of the dead marked on it, and many have been turfed and have had flowers placed on them."



# MINING THE ENEMY'S TRENCHES: THE OPERATION AND ITS RESULTS.



PHOTOGRAPHED FROM THE FRENCH LINES: THE EXPLOSION OF A MINE UNDERNEATH A GERMAN TRENCH.



AFTER THE EXPLOSION OF THE MINE: FRENCH TROOPS FORTIFY THE CRATER WHILE OTHERS ATTACK WITH THE BAYONET.



THE PRELIMINARY PICK-AND-SHOVEL WORK: A FRENCH SAPPER DRIVING A MINE-GALLERY TOWARDS THE GERMAN TRENCHES.

WHEN it is determined to drive a mine under the enemy's trenches, the engineers first cut a sap forward from their own advanced trenches towards those of the enemy. When this sap has arrived sufficiently near to the objective the mine-gallery is begun, and is driven underground, sloping gradually downwards so as to reach a point underneath the enemy's lines, generally a salient, or a specially strong position such as a redoubt, or a fortified house. The task of driving the gallery is slow and laborious, as the miner has to work in a bad atmosphere and in a very cramped position. The gallery is strengthened by timber supports as he progresses. Eventually the detonating-charge is placed in position, a section of the gallery is filled in behind it, and the charge is then exploded by electrical means.

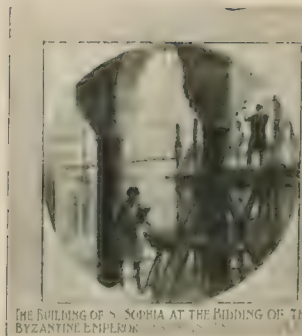


UNCONSCIOUS OF THE HIDDEN DEATH UNDER THEIR FEET: GERMANS IN THEIR TRENCHES AND FRENCH SAPPERS LAYING A MINE BELOW.

Sapping and mining have played an important part in the trench-warfare that has been going on for many months, wherever the opposing lines are sufficiently close together. The French engineers, in particular, have shown great energy and ingenuity in such work, and it is said that General Joffre is a great believer in the efficacy of this mode of advance, which, although slow, is sure and continuous. Moreover, it reduces losses to a minimum, and at the same time causes great losses to the enemy. Our illustrations

show the various stages of the process. In one we see the miner at work with the pick in his gallery, while the diagram indicates its position relatively to the enemy's trench. We see, too, the actual explosion, and, in another illustration, its effects and the use that is made of them: that is, the crater caused by the explosion of the mine being fortified by a party of French troops, while their comrades attack with the bayonet the adjacent parts of the German lines that have been affected by the upheaval.





THE BUILDING OF ST. SOPHIA AT THE BIDDING OF THE BYZANTINE EMPEROR.



THE 'SIGNING-UP OF THE PANDURS' AT THE POPULAN CHURCH OF ST. PETER AND ST. PAUL, NAPOLES, 1848.



BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453, &amp; THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

## SCIENCE JOTTINGS.

SPOTTED FEVER: THE PLAGUE OF ARMIES.

SPOTTED fever, of which there are at this moment some two hundred cases in London, and doubtless a corresponding number in other parts of the country, is especially a military disease. It is said to

membranes covering the true brain or cerebrum, and afterwards of those of the spinal cord, whence the scientific name of the disease, which is cerebro-spinal meningitis. It is recognised unmistakably on post-mortem examination by the congested and highly coloured appearance of these tissues, and all the other

symptoms follow in direct line the disturbance which it induces in the functions of these delicate parts of our organism. Its attack is ushered in by violent headache, followed by vomiting, great pain in the back of the neck and upper part of the spine, and later by spasmodic contraction of the muscles, which often shows itself in the bending back of the head so that it remains at nearly a right angle with the body, and sometimes in opisthotonos, or arching of the back so that it rests like a bow supported by the head and heels alone. The Russian doctor, Kernig, in 1884 thought that he had discovered an infallible test for the disease in the inability to completely extend the thigh when placed at right angles with the trunk; but this symptom has since been shown to be sometimes present in

eyes. There is always present some running of the nose and inflammation of the eyelids, and with a sharp attack death supervenes within three days, some sixty per cent. of the total number of cases proving fatal. The milder forms of the disease cure themselves in from one to three weeks, but often leave behind them distressing sequelæ, among which are affections of the sight and hearing, pericarditis, and, especially, pneumonia.

The treatment of this most painful malady has hitherto baffled science. The path of infection is probably the nose, but the complaint is not infectious in the ordinary sense of the word, nor can it be communicated by touch. Insects have not been proved to be the carriers of the disease, nor is the diplococcus normally present in the atmosphere; but, as certain houses inhabited by sufferers from it have often shown themselves centres of dissemination, it is probable that the sputa of patients attacked by it are often responsible for its spread. No drug yet discovered has any specific action on it, and lumbar puncture, having for its object the removal of large quantities of the cerebro-spinal fluid, has not answered the great expectations once formed of it. No serum has yet been found to deal with it as the Vincent and Wright vaccines deal with typhoid fever; and the efforts of the practitioner for the alleviation of its worst symptoms are at present confined to the use of the hot bath and the maintenance of the patient's strength. Hence anything which the patient can eat or drink is generally allowed him, together with the usual palliatives. The one effective prophylactic appears to be old age, cases occurring very seldom after the thirty-fifth year, and hardly any after the fortieth.—F. L.



THE LATEST BOON CONFERRED BY SCIENCE ON THE SURGICAL PATIENT: AN ELECTRO-MAGNET REMOVING A PIECE OF STEEL FROM THE EYE.

The photograph shows a great electro-magnet used at the East Pittsburgh works of the Westinghouse Electric and Manufacturing Company, where the workmen often get flying pieces of metal embedded in their flesh. Many such magnets have been sent from Pittsburgh to military hospitals in France, Belgium, and Austria for removing pieces of shrapnel and other metal substances from wounds. The process is safer and surer than probing, and prevents much pain. This magnet requires power amounting to 4000 watts and is designed for operation on 70 volts. The pole is removable and is supplied in various shapes for different purposes.—[By Courtesy of the "Scientific American."]

have originated on the American continent, and to have been with us for more than a century, the first recorded case having occurred at Geneva in 1805. Since then, it has never been absent from Europe in sporadic form, and in 1866 visited Dublin with what was probably one of its worst outbreaks. In the land of its birth it is more widely spread than on this side of the Atlantic, and seems to show a marked preference for newly joined members of the army. The same feature has been noticed here also, and the Royal Irish Constabulary are seldom without a few cases among their recruits, which lends some colour to the theory that excessive or unaccustomed physical fatigue may be its chief predisposing cause. It is also an infantile disease, a large proportion of its victims being children of less than one year; but in such cases it is apt to be confused with another form of meningitis, or inflammation of the meninges of the brain.

This last name shows us that the disease is really one of the brain and nerves. Its proximate cause is the bacterium known as *diplococcus intracellularis*, which was discovered by Weichselbaum in 1887. Its presence causes violent inflammation at first of the

meningitis due to other causes than the specific bacterium, and, more rarely, in typhoid fever. Fever is always present in cerebro-spinal meningitis, but the rise of temperature is by no means extraordinary, and is liable, moreover, to great fluctuations. If the disease is not checked, the patient quickly develops delirium, a peculiar eruption, generally beginning in the legs, which takes the form of black spots resembling shot under the skin, excessive sensitiveness to touch, and generally some difficulty with the sight of one or both



A NEW AID TO THE SURGEON OF GREAT USE IN WAR: REMOVING PARTICLES OF METAL FROM A WOUND BY MEANS OF AN ELECTRO-MAGNET.

By Courtesy of the "Scientific American."



# GERMANY'S WORST PIRACY: THE TORPEDOING OF THE LINER "FALABA"

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



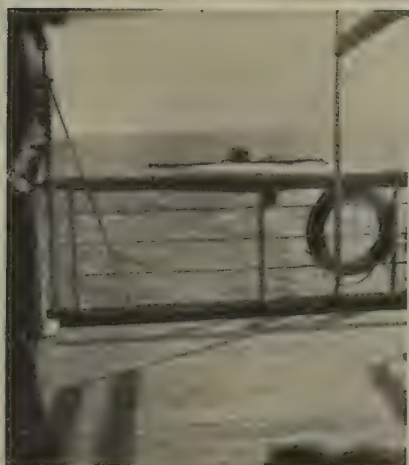
AFTER THE SUBMARINE'S TORPEDO HAD DONE ITS WORK: UPSET BOATS OF THE "FALABA"; AND DROWNING PEOPLE AT WHOM THE GERMANS JEERED.



AS THE "FALABA" WAS SINKING AFTER THE GERMAN OUTRAGE: SURVIVORS CLINGING TO THE KEEL OF A CAPSIZED BOAT.



SENT TO THE BOTTOM WITH PASSENGERS ON BOARD: THE LINER "FALABA," SUNK BY A GERMAN SUBMARINE.



THE LINER OVERTAKEN AND STOPPED: THE ENEMY SUBMARINE JUST BEFORE FIRING HER TORPEDO.



READY TO GET INTO THE BOATS: THE "FALABA'S" PASSENGERS WITH HASTILY DONNED LIFE-BELTS.

The Elder, Dempster liner "Falaba," carrying mails and passengers for West Africa, was chased and sunk by a German submarine on Sunday, March 28, off the Bristol Channel. The ship went down within ten minutes of being stopped, the enemy cutting short the few minutes' grace allowed for those on board to take to the boats, and firing her torpedo before all had time to leave the ship. The crew and passengers numbered some 250, of whom 140 were picked up. Of these eight died from exposure. One of the boats was capsized by the explosion of the torpedo while being lowered. Another was upset by the sea. While the drowning men and women were struggling, the

submarine's men mocked at their perishing victims. Survivors testify to that. "All the reports concerning jeers from the crew of the submarine I can fully corroborate," says the "Falaba's" rescued wireless operator, "as we drifted quite close by them. . . . Our earnest appeals, however, met with nothing but taunts and laughter." The German Government threatens, should severity be shown to captured crews of submarines, to subject British officer-prisoners to similar treatment. The British Government, in reply, refuses to recognise submarine crews "engaged in sinking innocent British and neutral merchant-ships and wantonly killing non-combatants" as "honourable opponents."



# DESIGNED FOR PLACING ON PARIS MONUMENTS? BUSTS OF THE KAISER.



STUFFED AWAY IN A CUPBOARD WITH VARIOUS ODDS AND ENDS: A BUST OF THE KAISER BY A GERMAN SCULPTOR FORMERLY RESIDENT IN PARIS—THOUGHT BY THE PARIS POLICE TO BE ONE OF A SET TO BE PUT ON PARIS MONUMENTS AFTER GERMANY HAD ENTERED THE FRENCH CAPITAL DURING THE PRESENT WAR!



HIDDEN AWAY IN A CUPBOARD IN THE BEDROOM OF THE SCULPTOR: TWO OF THE SMALLER OF THE TWENTY-THREE BUSTS OF THE GERMAN EMPEROR FOUND IN THE HOUSE OF THE GERMAN ARTIST WHEN THE POLICE ENTERED IT TO MAKE AN INVENTORY AFTER THE SCULPTOR'S FLIGHT TO A NEUTRAL COUNTRY.



SHOWING TWO OF THEM ON THE KITCHEN STOVE: BUSTS OF THE KAISER FOUND AT THE GERMAN SCULPTOR'S IN PARIS.



IN A PLACE FOR HANGING CLOTHES: BUSTS OF THE KAISER FOUND AT THE GERMAN SCULPTOR'S IN PARIS.

After the declaration of war, a well-known German sculptor living in Paris left France and went to neutral soil. In accordance with the rule that an inventory should be made of the contents of the houses of all Germans living in France before the war, an inventory was made at his atelier in one of the Boulevards. There were found no fewer than twenty-three busts of the German Emperor, some of them disposed in such a way that it seemed possible that there had been a design to hide at least several of them. In the studio itself was a large bust of William II, which the artist was modelling in red wax just before he left France hurriedly. In the same studio was a little bust in bronze.

In the basement, which served as a kitchen, there were fifteen busts of the German Emperor mixed pell-mell with various utensils. The two-biggest of these (each eighty centimetres high) were on the ground; two others were on the stove; and eleven were on a white wooden table and a common sideboard. In the bedroom, in a place where clothes were hung and shoes were kept, were others, in plaster and in bronze. The Paris police argue that these works were made so that when the German Army entered Paris they might be placed on the public monuments after anything to do with the French Republic had been thrown aside! The theory remains to be proved or disproved.



"Not once or twice in our fair Island story, the path of Duty was the way to Glory."—Tennyson.

## THE BRITISH EMPIRE

THE LAND OF BEAUTY, VIRTUE, VALOUR, TRUTH. Oh! who would not fight for such a Land!



By FRANK DADD.

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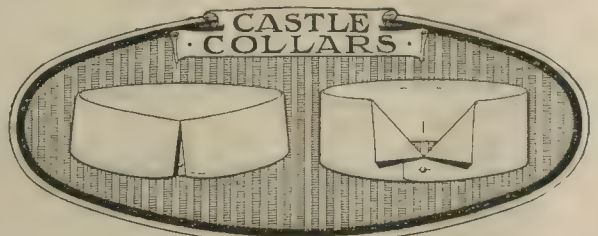
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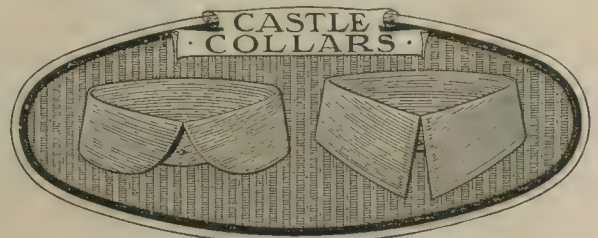
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## WILLS AND BEQUESTS.

THE will (dated July 12, 1910) of the EARL OF CLARENDON, P.C., G.C.B., of The Grove, Watford, who died on Oct. 2, is proved by his son, the present Earl, the value of the unsettled property being £26,409. The testator gives £4,000, his jewel-case and contents, a portrait of himself, and a silver tea-kettle to his wife, and the residue to his son.

The will of MRS. CLARA RYLANDS, of Baskerville House, Harborne, Birmingham, sister of the late Mr. Joseph Chamberlain, who died on Jan. 7, is proved by Joseph Austen Chamberlain, M.P., nephew, Mrs. Caroline James, sister, and Alfred B. Kenrick, the value of the property being £49,474 8s. 5d. Testatrix gives £100 to the West Bromwich Municipal Art School; £500 each to Austen Chamberlain and W. B. Kenrick; £50 each to nephew and nieces; £100 each to Mrs. Farbolton and William Kirby; and the residue in trust for her children.

The will of MRS. MARY SALE, of Wick Episcopi, near Worcester, widow of the Rev. Charles Sale, who died on Jan. 12, is proved by the Rev. James Charles Fox, and the value of the property sworn at £73,625. She gives £12,000 in trust for her niece Frances Leir; £5,000 to her great-nephew Richard James Barton; £3,000 to the Rev. James C. Fox; her water-colour drawings by Turner, David Cox, and Copley Fielding to the British Museum; £8,000 in trust for her niece Mildred C. Berkeley for life, and then as to £1,000 each to Queen Victoria Clergy Fund, United Kingdom Beneficent Society, the Hospital for Incurables, Putney, the Clergy Orphan School, and the Worcester Infirmary; £500 each to St. John's School for the Clergy, Leatherhead, the Gordon Boys' Home, and the Society for the Prevention of Cruelty to Children; and £200 each to the Work-Girls' Protection Society, Church Extension Society, Midland Hospital for Incurables, the Hospital for Sick Children, Great Ormond Street, and the Worcester Prisoners Aid Society. The ultimate residue goes to her nephew Major Arthur Barton Fox.

The will of LIEUTENANT WILLIAM MACKINNON MACNEILL, 16th Lancers, of Park House, Kingswood Road, Tunbridge Wells, who was killed on Oct. 12, has been proved, and the value of the estate sworn at £104,482. He leaves £10,000 in trust for his sister Cecilia Christian Macneill; £2,000 each to his cousins Fulke M. G. N. Agnew and Patrick C. Kinnaird; £500 each to his cousins Mervyn Jones and Charles Jones; £500 to his chauffeur; £250 each to his valet and groom; a year's wages to his other

with what he has given in his lifetime, will make up £10,000; to Rylands Library, Manchester, a picture of Shakespeare; certain pictures to the Corporation of Stockport; £1,000 each to the Lads Brigade and the Infirmary, Stockport; £100 to the Stockport Institution for the Blind, Deaf, and Dumb; £10,000 in trust for each of his grand-daughters Alice Hilda and Helena Winifred; an annuity of £1,000 to his daughter-in-law Annie Fox Kay, during widowhood; and the residue in trust for the children of his deceased son Harold.

The will of Mr. THOMAS LEAN WILKINSON, of 30, Bramham Gardens, South Kensington, Grand Registrar of the Grand Lodge of Freemasons, who died on Feb. 10, is proved by Mrs. Jessie Hamilton Wilkinson, the widow, and the Public Trustee, the value of the property being £36,329. Testator gives £100, the household effects, and £900 a year to his wife; annuities of £50 each to his three sisters; and the residue to his children Maurice Lean, Agmond Edward, and Avis Mary Ross.

The will and codicil of CAPTAIN JOHN LIONEL WORDSWORTH, 5th Lancers, of Glen Park, Scalby, York, who was killed near Ypres on Nov. 4, are proved by his brother Captain William Henry Laycock Wordsworth, the value of the property being £45,711. Among other legacies are £1,000 to Lady Mildred M. Conyngnam, if a spinster; £100 to the Scarborough and District Hospital; and £50 to the Cancer Research Fund. The residue goes to his brother.

The will of Mr. GEORGE BURR, of Oaklands, Sutton Road, Shrewsbury, who died on Sept. 4, is proved by his three sons, the value of the property being £112,995. Testator gives £3,000 and his residence and furniture to his son George William Clarke; £4,000 to his son Charles Percy; £1,000 to his son Frederick John; £10,000 each to his daughters Florence Eliza, Edith Laura, and Constance Gertrude; £7,000 to his daughter Sarah Adeline; and the residue to his three sons.



THE CHIEF WEAPON MOUNTED BY SIXTEEN OF OUR DREADNOUGHTS: THE 13½ GUN—ITS SIZE.

These Middles are seen seated on the barrels of two 13½-inch guns, similar to those that sixteen of our super-Dreadnoughts and battle-cruisers carry. The lads compared with the weapons will serve to emphasise the tremendous size of the 13½ gun, and to give an idea of its giant bulk. Each gun is over 37 feet long, weighs 79 tons, and fires a shell of 11 cwt. The 13½ guns of the "Lion" and "Tiger" in Admiral Beatty's Dogger Bank fight hit the "Blücher" with shells of that weight at ten miles off.

servants; and the residue to his sister Mrs. Constance Isabella Romilly.

The will and codicils of Mr. THOMAS KAY, of Moorfield, Stockport, who died on Sept. 22, are now proved, and the value of the estate sworn at £229,904. He gives to the Ralph Pendlebury Charity for Orphans such a sum as

Testator gives £3,000 and his residence and furniture to his son George William Clarke; £4,000 to his son Charles Percy; £1,000 to his son Frederick John; £10,000 each to his daughters Florence Eliza, Edith Laura, and Constance Gertrude; £7,000 to his daughter Sarah Adeline; and the residue to his three sons.



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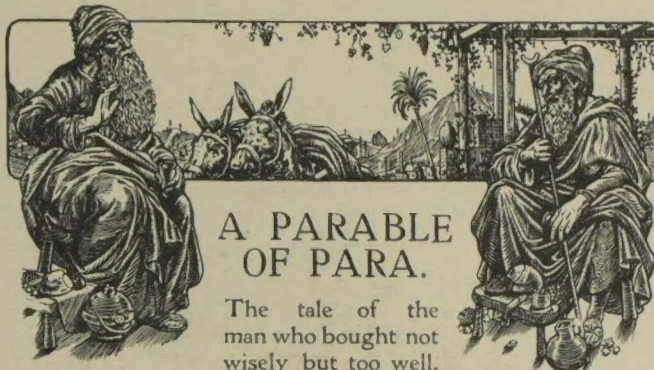


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### A PARABLE OF PARA.

The tale of the man who bought not wisely but too well.

#### CHAPTER THE FOURTH.

AND they came to a house of rest and ordered wine. And he who had bought wisely spake thus: "In the beginning there was no shoe. And then there arose a wise man who bethought him of a shoe, and another there arose, far-seeing, who pictured all that it might mean. And after much labour and sore travail, the world saw that it was good. And the shoe spread till all the world made service of it, and many were the imitations of the shoe that arose, saying: 'We also are as this shoe, and even finer than this shoe.' So it has come to pass that he who would know the shoe he should buy is sore puzzled, for of the makers of shoes, one pulleth him this way and another pulleth him that way, till he knoweth not what he shall do. But I have travelled far and wide, and many are the shoes I have used, yet this is the shoe of all shoes that liketh me most. And now, friend, we will eat, and then will I proceed with the tale of the shoe."

(To be continued.)

MORAL: Imitation is the sincerest form of flattery.

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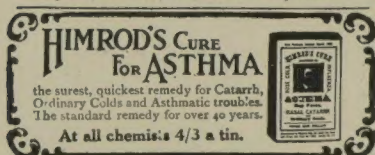
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Yours sincerely  
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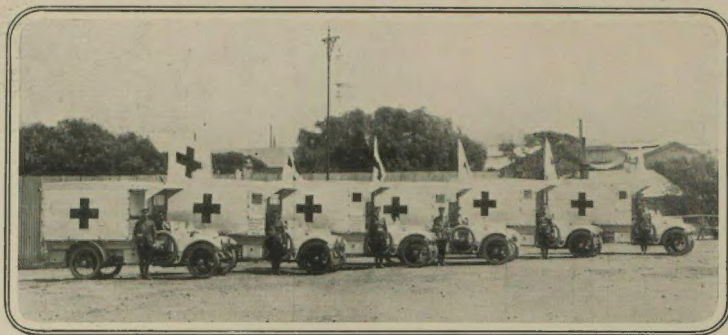


## THE CHRONICLE OF THE CAR.

**British Organisation.** I am wondering (and, no doubt, others too) why Brigadier-General S. S. Long, the head of both the Supply and Transport departments of the War Office, has not received his due by promotion. This junior General Officer has done wonders in the British organisation of two big departments, and the motor part of this work is the admiration of all who realise the tremendous difficulties he has had to overcome. Anybody visiting the British base of the mechanical transport in France is surprised at the town of industry created from nothing. France was astonished at the big scale on which the British Army evolved its scheme for repairing motor vehicles. A huge plot of land was requisitioned for storing the lorries awaiting repairs. Then a shipyard was taken over and a large number of mechanics were sent there from England, so that a regular motor factory was created. In the erecting-shop fifty lorries can be tackled at one time, besides leaving room for the working-benches, etc. The stores of parts, etc., are the largest in the world, and show how excellent is the A.S.C. organisation, as any vehicle can get replacement of any part. This huge workshop is discovering the weak points of each particular "heavy" motor lorry now in active service use. One type is apt to have the star-pin of the differential sheared off, another has a knack of shearing its gear-box main drive—and so the manufacturers are learning lessons to enable them to correct the faults of their goods, while supplying better strengthened parts for the replacements. This war is teaching the

Standard Lights. In order to clear away the mist of doubt as to what are powerful lights the Automobile Association has been in on motor-vehicles, the communication with the authorities on the subject of the establishment of a standard lighting power for the guidance of motorists as to the maximum intensity of light allowable under the provisions of the Defence of the Realm regulations. The Secretary of State for Home Affairs accepted the offer of assistance made by the A.A. in this connection, and, after careful consideration of results of certain tests, the Association has now forwarded its report to the Home Office. Motorists will eagerly await the decision of the authorities on this point, as it should remove all uncertainty which at present exists, owing to the absence of any guidance as to the actual amount of illumination that constitutes a powerful light. It is to be hoped this standard light will be given out to the public as soon as possible, and little delay taken in issuing plain and understandable statements on the matter.

Cup competition of the Royal Automobile Club of South Africa was held recently. The Cup was won, appropriately, by a 16-20-h.p. Wolseley car, which secured full marks for



AUSTRALIAN ARMY MEDICAL CORPS AMBULANCES: THE UNIT SUPPLIED BY THE WOLSELEY MOTORS COMPANY.

This photograph of the six motor-ambulances supplied to the Australian Army by the Wolseley Motors, Ltd., of Birmingham, shows the unit on parade at Melbourne.

reliability and full marks for running to time, as well as gaining six bonus-marks over maximum for hill-climbing.

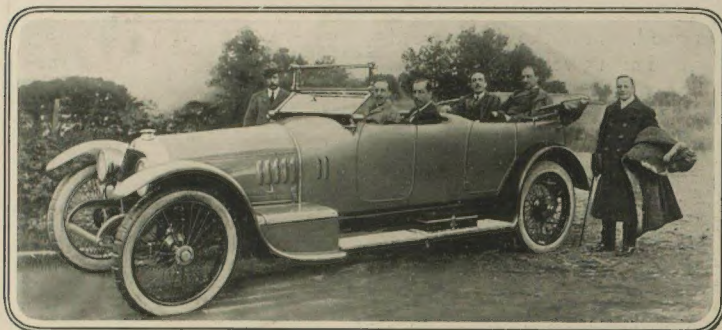
### Ten Thousand Motors.

Reading the French official report of the war, one could not help noticing that, tardily, the officials are giving some slight recognition of the work of the motor transport in the service of our Allies. This, in the light of the remarks in this column last week, gives hope that no longer cowardice will be attributed to the brave mechanics and drivers who have so ably served their country in those capacities. "It has been freely drawn upon for the transport of troops, at least 250,000 men having been moved by automobiles distances of from twelve to seventy miles during September, October, and November. On the automobile transport falls the duty of carrying materials and supplies of certain sorts, notably fresh meat, as well as the removal of wounded to hospital. The service comprises over 10,000 motor-vehicles, driven and kept in repair by 2500 chauffeurs and mechanics." Such is the official statement, and anyone who can realise that roads really no longer exist in the areas of fighting, through shell-fire and the enormous usage and cutting-up of the road-surface by heavy traffic, can appreciate the skill and care the drivers have exercised in their efficient service. Supply-trains, like hospital stretcher-bearers have been the especial mark of both artillery and rifle fire of the Germans, so the motor transport service has run equal danger with the men in the trenches.

W. W.

### Siddeley Cup.

Motorists in England have far too much important work to do with their cars to take part in competitions. However, their more fortunate confrères in America and the Colonies are keeping up the sporting side of the pastime. According to the recent news from the Cape, the Siddeley



A MONARCH AT THE WHEEL: KING ALFONSO IN A SHEFFIELD-SIMPLEX 30-H.P. CAR. The photograph shows a new Sheffield-Simplex 30-h.p., six-cylinder, self-starter car, belonging to Mr. Santos Suarez, of Madrid, well known in England as a Hurlingham polo-player. King Alfonso is said to have been much taken with the latest type change-speed and self-starting arrangements embodied in the car.

motor-building world far more than anyone would realise, and it is to be hoped the lessons learned will be to the gain of the motor-using public in the future.

their more fortunate confrères in America and the Colonies are keeping up the sporting side of the pastime. According to the recent news from the Cape, the Siddeley



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THE BURLINGTON (Patented).

Simply press a button and the back declines or automatically rises to any position desired by the occupant. Release the button and the back is locked.

The sides open outwards, affording easy access and exit.

The Leg Rest is adjustable to various inclinations, and can be used as a footstool. When not in use it slides under the seat.

The Front Table, Electric Light attachment, Reading Desk and Side Table are adjustable and removable.

The only chair that combines these conveniences, or is so easily adjusted.

The Upholstery is exceptionally soft and deep, with spring elastic edges, and supports the entire body in the highest degree of luxurious comfort.

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Goodrich Band Tyres  
pay a big dividend to  
all users of Motor  
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## A DISCOVERY.

Within the last few months, in fact, since war was declared, cheese has been discovered.

Of course, everybody knows that many varieties of cheese exist; large quantities are consumed every year. Nevertheless, cheese has only recently been discovered by the majority as a staple food; it has never been sufficiently appreciated as such.

The present high cost of living makes it imperative to buy food which gives the maximum amount of bodily nourishment for the lower cost. Food experts strongly urge a larger consumption of cheese, simply because it answers most effectively to the need of economy plus food-value—one pound of cheese is equal in food value to three pounds of beef.

Cheese contains the most valuable elements for building up the body as well as providing it with the necessary heat. It is also an important brain food.

Most people naturally look upon meat, fish and eggs as strengthening, nourishing foods—they are, but any food expert, or your own doctor, will tell you that the comparative analyses of these three articles with cheese prove the latter to be the superior. Eat more cheese is therefore sane advice for all.

If you wish for a cheese that is easily digested, dainty in appearance and delicious to taste, eat St. Ivel Lactic Cheese, which is an entirely British production, made only at Yeovil, Somerset.

There is an enormous demand for this popular cheese, which not only contains the nourishing qualities to be found in other cheese, but is largely consumed to obtain the benefit of the lactic cultures which are introduced into its composition. These cultures destroy harmful poisons which other foods set up in the system.

The price of St. Ivel Lactic Cheese has *not been increased* since the outbreak of war, as in the case of most cheese. Supplies can be obtained from leading grocers and dairymen throughout the country at 6½d. a packet.

"A Good Point to Remember"



take  
**Beecham's Pills**

The Officer at the Front, from whom this drawing has been received, writes:—"it is done as well as possible under the difficulties of the situation. The details of the 'Hun' were obtained by close inspection on Xmas day."



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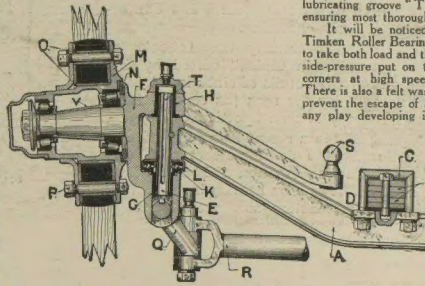
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ment may be effected by removing and shortening the distance piece "V"; this, however, is a delicate operation, and should only be attempted by a competent mechanic.

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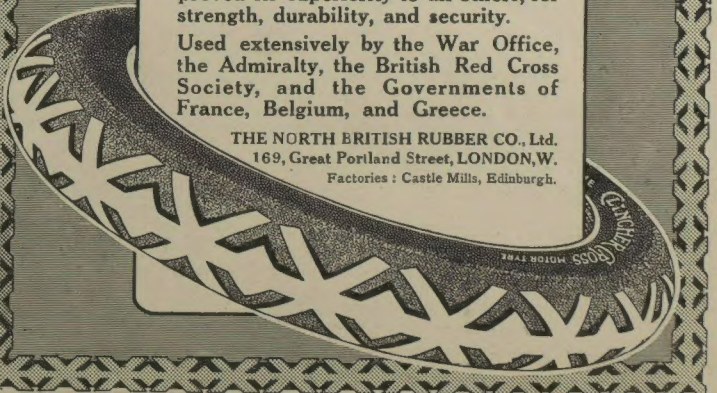
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## MISCELLANEOUS.

THE "Peeps" Series, published by Messrs. A. and C. Black, Ltd., has just had a very interesting and timely addition made to it in "Peeps at the British Army," written by Mr. W. G. Clifford. This particular volume of "peeps" takes the reader from the very beginning of the British Army to some of its doings in the present war, and gives—telling the story in a chatty, easy style, and in plain, non-technical language, with incidental anecdotes and descriptions—not a few facts about our soldiers and their arms and methods in war which the everyday civilian reader wants to know.

Since the war began King Albert has become known to all the world, but his previous career is, perhaps, less familiar to English readers. There should be a very wide demand, therefore, for a charmingly written little biography entitled "The Life of His Majesty Albert, King of the Belgians," by John de Courcy MacDonnell (John Long), published at 1s. net. Mr. MacDonnell, who is also the author of "Belgium, Her Kings, Kingdom, and People," has written the memoir on popular lines and in a chatty style. He has lived many years in Belgium, and has had personal experience of the war. The little book is well illustrated.

Pleasant pencil records of famous towns are given in the Artist's Sketch-Book Series (A. and C. Black), each volume of which contains two dozen full-page facsimile reproductions from drawings, unaccompanied by any descriptive letterpress beyond the brief title in each case. Four new volumes have recently been added to the series—"Harrow" and "Canterbury," by Walter M. Keesey; "Hastings," by H. G. Hampton; and "Newcastle-upon-Tyne," by Robert J. S. Bertram. The drawings are very similar in style and of good quality; but Mr. Keesey has, on the whole, most happily attained that delicate accuracy which is the charm of a pencil sketch, and has had subjects that lend themselves best to that medium. His Canterbury sketches are particularly charming.

One of the smaller but extremely useful books of reference is "A List of English Clubs," edited by Mr. E. C. Austen Leigh, and giving details of clubs in all parts of the world. The new edition for 1915 (its twenty-third year) has now been issued by Messrs. Spottiswoode.

Mr. Rudyard Kipling said in a recent lecture before the Royal Geographical Society, "I do not assert that it is impossible to hold intelligent conversation without the help of an atlas, but I do say that as soon as men begin to talk about anything that really matters someone has to go and get the atlas." On such occasions in future the volume in request will doubtless often be the new "International Reference Atlas of the World," by J. G. Bartholomew, LL.D., F.R.G.S., Cartographer to the King, just published by Messrs. Newnes. It contains 120 maps and an index of nearly 25,000 place-names. The work, which has been thoroughly brought up to date, will be especially useful during the war. The price, 10s. 6d. net, is exceptionally low for a complete reference atlas.

## CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

COLONEL BERTRAM HARRISON (Headquarters, Serbian Army, Serbia).—We are much obliged to you for sending Colonel Artamanow's solution, which is acknowledged as correct.

C. W. B. SELWYN (Venice, California, U.S.A.).—No. 3696 was a mistake for No. 3690. The problem was quite right as a two-mover. Thanks for your kind assurance of popular sympathy with the Old Country.

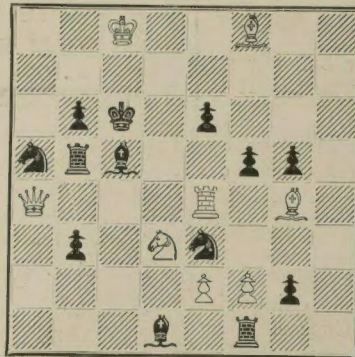
G. WATSON (Trentham).—Your problem is rather slight in texture, but we will accept it for publication if further consideration does not alter our present judgment.

PROFESSOR K. P. DÈ (Rangoon).—Thanks for solutions. Your problem shall be reported upon in due course.

RIFLEMAN.—In No. 3692 1. Q to B 5th will not do, because of Black's defence of P takes R (dis. ch), etc.

E. J. WINTER-WOOD (Paignton).—We have been wondering when we should hear from you again.

CAMILLE GENOUD.—In order to prevent further mistakes, be good enough to submit your problem on a diagram, and append solution.

PROBLEM No. 3698.—BY R. C. LURELL.  
BLACK.

WHITE.

White to play, and mate in two moves.

## SOLUTION OF PROBLEM No. 3695.—BY W. L. FINLAYSON.

WHITE.

BLACK.

1. R to Kt sq. K to B 4th.

2. K to Q 3rd. K to Q 3rd.

3. K to B 4th (dis. mate).

If Black play 1. P to B 4th, 2. K to Kt 2nd, K to Kt 4th, 3. K to B 3rd (dis. mate).

CORRECT SOLUTION OF PROBLEM No. 3688 received from C. A. M. (Penang) and Professor K. P. DÈ (Rangoon); of No. 3689 from Professor K. P. DÈ; of No. 3691 from H. J. B. Treadway (Guelph, Canada); of No. 3692 from Colonel Artamanow (Kriegswirt); of No. 3694 from G. Buchanan.

(Kensington), J. Vorrall (Rodenell), and J. Marshall Bell (Buckhaven); of No. 3695 from H. S. Brandreth (Falmouth), Captain Challice (Great Yarmouth), H. H. Willmore (H.M.S. Hardy), W. Dittlof Tjassens (Apeldoorn), Rev. H. P. Cole (Tunbridge Wells), J. Marshall Bell, A. S. Payne (Lazonby), Camille Genoud (Weston-super-Mare), A. W. Hamilton Gell (Exeter), J. Daddon (Cattford), and Rideman.

CORRECT SOLUTION OF PROBLEM No. 3696 received from Blair H. Cochrane (Harting), Rev. J. Christie (Redditch), H. Grasett Baldwin (Guildford), J. J. Dennis (Gosport), G. Buchanan, G. Cooper (Broadmoor), H. B. Morris (Leicester), A. W. Hamilton Gell, J. Fowler, A. L. Payne, M. E. Oslow (Bournemouth), A. H. Arthur (Bath), G. Wilkinson (Bristol), Camille Genoud, J. Smart, H. S. Brandreth, D. Frankland (Atherton), R. C. Durrell (South Woodford), R. Worters (Canterbury), J. C. Stackhouse (Torquay), E. J. Winter-wood (Paignton), H. Lindeman (Horsham), F. J. Overton, G. Stillingfleet Johnson (Cobham), J. Dixon (Colchester), and J. Isaacson (Liverpool).

## CHESS IN LONDON.

Game played in the City of London Chess Club, between Mr. W. H. WATTS and Dr. LETCHWORTH.

(Vienna Game.)

WHITE (Mr. W.)	BLACK (Dr. L.)	WHITE (Mr. W.)	BLACK (Dr. L.)
1. P to K 4th	P to K 4th	1. P to K 4th	P to K 4th
2. Kt to Q B 3rd	Kt to K B 3rd	2. Kt to Q B 3rd	Kt to K B 3rd
3. B to B 4th	Kt to B 3rd	3. B to B 4th	Kt to B 3rd
4. P to Q 3rd	B to B 4th	4. P to Q 3rd	B to B 4th
5. Kt to B 3rd	P to Q 3rd	5. Kt to B 3rd	P to Q 3rd
6. B to K 3rd	B to Kt 3rd	6. B to K 3rd	B to Kt 3rd
7. K Kt to Kt 5th	Castles	7. K Kt to Kt 5th	Castles
8. P to K R 4th	Kt to Q R 4th	8. P to K R 4th	Kt to Q R 4th
9. B to Kt 3rd	Kt takes B	9. B to Kt 3rd	Kt takes B
10. R P takes Kt	B takes B	10. R P takes Kt	B takes B
11. P takes B	Kt to Kt 5th	11. P takes B	Kt to Kt 5th

The game has progressed very equally so far, but Black would have done better to continue on the defensive by P to K R 3rd and B to Kt 5th.

12. Q to Q 2nd	P to Q B 3rd	12. Q to Q 2nd	P to Q B 3rd
13. Kt to K 2nd	P to B 3rd	13. Kt to K 2nd	P to B 3rd
14. Kt to B 3rd	P to K B 4th	14. Kt to B 3rd	P to K B 4th
15. P takes P	Q to Kt 3rd	15. P takes P	Q to Kt 3rd
16. P to Q 4th	B takes P	16. P to Q 4th	B takes P
17. Kt to Kt 3rd	P to Kt 5th	17. Kt to Kt 3rd	P to Kt 5th
18. Kt to Kt 5th	P to R 3rd	18. Kt to Kt 5th	P to R 3rd
19. Castles	P takes Kt	19. Castles	P takes Kt

In a complicated position like this, K 6th (ch), wins.

"The Newspaper Press Directory for 1915," published by Messrs. C. Mitchell and Co., has just made its appearance, being the seventieth annual issue. So widely appreciated a work requires no commendation, of course, but many new features of immediate concern in connection with the war, its effect on trade, and the new opportunities presented both in the Empire at large and in foreign markets have been included this year. These are in addition to the retention of the standard features of the Directory. A Newspaper Map of the United Kingdom, printed in five colours, marking each city and town where newspapers are published, is presented as a special supplement to the new volume, which amounts to 600 pages.

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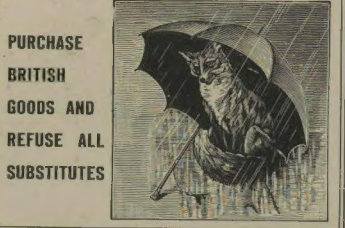
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